
PIC #1



QEW GARDEN CITY SKYWAY

Class Environmental Assessment

W.O. 08-2009

PUBLIC INFORMATION CENTRE #1

SUMMARY REPORT

MARCH 30, 2011



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1.0 INTRODUCTION

The Ontario Ministry of Transportation (MTO) has retained McCormick Rankin Corporation (MRC) to undertake a Class Environmental Assessment for the Queen Elizabeth Way (QEW) crossing the Welland Canal. The first Public Information Centre (PIC) for this study was held on March 30, 2011.

The purpose of this study is to determine a long-term strategy to address the structural, traffic safety, and operational needs of the QEW crossing of the Welland Canal.

The Class Environmental Assessment Study is comprised of staff from MTO and MRC. This Study is being undertaken as a Group "B" project under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000), with the opportunity for public input throughout the study. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared and filed for a 30-day public review period. Newspaper notices will be published at that time to explain the review process and identify the locations where the TESR is available for viewing.

This report documents the PIC held on March 30, 2011.

2.0 PURPOSE

Public Information Centres are informal meetings where area residents and other interested parties are provided the opportunity to review planning and project information, identify concerns and provide input.

The PIC was held as a 'drop-in' style session with two brief presentations, where representatives of the Project Team were available to answer questions and discuss the project. The main purpose of the PIC was to provide the public and interested parties with an opportunity to review the study process, existing conditions, problems and opportunities, alternatives to the undertaking, generation and evaluation of design alternatives and the next steps of the study.

3.0 PIC SPECIFICS

The PIC was held at the location, date and time noted below:

Date: Wednesday March 30, 2011
Location: Best Western (formerly Holiday Inn)
2 North Service Road (east of Lake Street)
St. Catharines, ON L2N 4G9
Time: Agency Session - 3:00 p.m. to 4:00 p.m.
Public Session - 4:00 p.m. to 8:00 p.m.
Brief presentations at 5:00 p.m. and 7:00 p.m.

4.0 NOTIFICATION

The PIC notice was published in English in the *St. Catharines Standard*, *Niagara Falls Review* and *Welland Port Colborne Tribune* on Saturday March 19, 2011. A copy of those newspaper notices can be found in **Appendix A**.

MPPs, MPs and local councillors were sent letter notification letters on March 10, 2011. Notification letters were distributed by direct mail to the project mailing list on March 14, 2011, including government agencies, local municipalities, utilities companies, potentially interested Aboriginal communities and other stakeholders. In addition, approximately 9,000 flyers outlining the details of the PIC were sent via Canada Post unaddressed bulk mail to residents and businesses near the study area.

The PIC notification materials referred to the project website (www.qewgcs.ca) for further information regarding the project.

The project website was updated to include the date of the PIC, as well as a link to an electronic copy of the PIC notice. In addition, following the PIC, the PIC displays were posted on the project website.

Copies of notification materials can be found in **Appendix B**.

5.0 STAFF ATTENDANCE

The following MTO and consultant staff attended the PIC:

- Bill Cung, P. Eng., MTO, Project Manager
- George Ivanoff, MTO, Environmental Planner
- Astrid Poei, MTO, Communications Officer
- Michael Chiu, P. Eng., MRC, Consultant Project Manager
- Brent Gotts, MRC, Consultant Assistant Project Manager
- Sandy Nairn, Ecoplans Limited, Consultant Environmental Planner
- Katie Bright, Ecoplans Limited, Consultant Assistant Environmental Planner
- Meghan Bratt, Ecoplans Limited, Junior Environmental Planner

Note: Additional MTO staff attended as observers.

6.0 MATERIAL DISPLAYED

A copy of the PIC displays is provided in **Appendix C**. The following exhibits were displayed at the PIC:

1. Welcome (text and key map)
2. Preliminary Design and Class Environmental Assessment Study (Purpose of the PIC)
3. Background and Study Purpose
4. Class Environmental Assessment Process
5. Study Process and Schedule
6. Existing Bridge Conditions
7. Existing Traffic Conditions
8. Existing Conditions – Natural and Social Environments
9. Existing Conditions – Heritage
10. Problems and Opportunities
11. Alternatives Development Process
12. Alternatives to the Undertaking
13. Assessment of Alternatives to the Undertaking
14. Alternative Solutions (Design Alternatives)
15. Evaluation Criteria
16. Long List of Bridge Design Alternatives
17. Short-List Alternatives
18. Screened Out Alternatives
19. Study Area for Alternatives and Preliminary Alignments
20. Next Steps
21. Please Complete a Comment Sheet

7.0 FORMAT AND ATTENDANCE

The format of the PIC was a drop-in centre with brief presentations at 5:00 p.m. and 7:00 p.m. The PIC was held from 4:00 p.m. to 8:00 p.m. with a pre-PIC preview session held for agency/municipal staff from 3:00 p.m. to 4:00 p.m.

Individuals attending the PIC were asked to sign a register when they entered the venue.

Staff from MTO, MRC and Ecoplans were available to answer questions and provide information regarding this project along this stretch of the QEW. Individuals who expressed specific concerns or comments were directed to the appropriate staff for discussion.

Attendees were informed of the availability of comment sheets, which they were encouraged to complete. If individuals wished to take comment sheets home they were requested to provide their feedback by Wednesday April 13, 2011.

Agency and municipal staff attended the pre-PIC session and some attended the PIC. A total of twelve agency/municipal staff attended including representatives from the:

- City of St. Catharines
- Town of Niagara-on-the-Lake
- Region of Niagara
- St. Lawrence Seaway Management Corporation
- Ministry of Tourism and Culture, Ontario Travel Information Centres – Niagara/SW Region
- Niagara Health System

Of the approximately 45 people who attended the PIC, 38 people chose to sign in at the register. Attendees of the PIC included local residents, landowners and business owners.

Media representatives from the *St. Catharines Standards* also attended the PIC. The March 31, 2011 editions of the *St. Catharines Standard* and the *Welland Port Colborne Tribune* included an article regarding the PIC. A copy of that article is provided in **Appendix D**.

8.0 SUMMARY OF COMMENTS RECEIVED

The following summarizes the most frequent verbal and written comments shared at the PIC and received via comment submitted following the PIC:

- Feedback regarding heritage value of the bridge (has a great deal of value, does not have a great deal of value)
- Feedback regarding the visual appeal of the bridge (is appealing, is not appealing)
- Requests for a copy of the display boards – either hardcopy or inquiry as to when the displays would be posted on the project website
- Positive feedback regarding the PIC displays and presentations
- Concerns regarding potential construction and operation impacts (e.g. traffic, noise)
- Concerns regarding potential property requirements and property impacts
- Support for a bridge alternative
- Support for a tunnel alternative
- Need to select an alternative that addresses highway safety
- Suggestion that a combined crossing could be created for the QEW and GO Transit
- Desire for a “signature” bridge structure
- Requests more information about the alternatives
- Preference for bridge to be retained by either expansion or twinning
- Concern regarding safety and driver visibility
- Requests to be added to the project contact lists

Table 1 provides a summary of the number of comment sheets submitted at the PIC. **Table 1** also includes the number of comments which were submitted by mail, fax or email after the event.

TABLE 1 PUBLIC INFORMATION CENTRE COMMENTS					
	Submitted at PIC	Mail	Fax	Email	Total
Comment Sheets	4	3	1	10	18

Comments were requested by April 13, 2011. Some comments were received after the comment submission deadline. All comments received were responded to. **Appendix E** provides an overview of comments received and responses provided.

APPENDIX A:

NEWSPAPER NOTICE

NOTICE OF PUBLIC INFORMATION CENTRE #1 FOR THE QEW GARDEN CITY SKYWAY

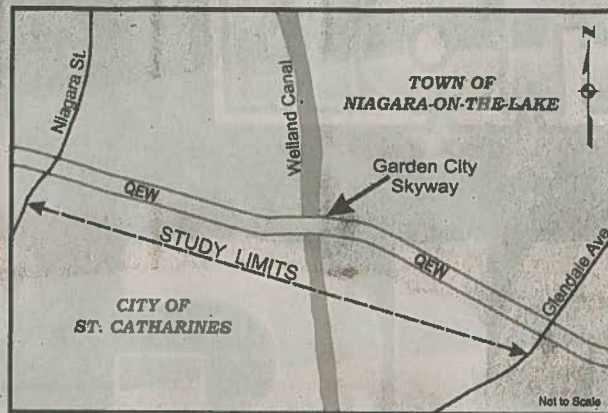
STUDY

The Ontario **Ministry of Transportation (MTO)** has retained **McCormick Rankin Corporation (MRC)** to undertake a Class Environmental Assessment to determine a long-term strategy to address the structural, traffic safety, and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway. As shown on the key plan below, the study limits extend between Niagara Street and Glendale Avenue.

PROCESS

The study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities 1999, as amended in 2000*. The study will consider all phases of the planning process, including:

- identifying structural and operational issues
- generating and evaluating a full range of alternatives
- selecting a preferred alternative
- preparing a Transportation Environmental Study Report (TESR)



Upon completion of the study, the TESR will be made available for a 30-day public review period.

PUBLIC INFORMATION CENTRE #1

To facilitate public involvement, Public Information Centres (PICs) will be held at three key study stages. The PICs will provide local residents, business owners, members of the public, and other stakeholders with an opportunity to review, comment on, and discuss the project with members of the Project Team. The first PIC has been arranged to allow members of the public and residents an opportunity to review the study process, existing conditions, need and justification, generation of preliminary alternatives, and the next steps in the study. You are encouraged to attend the PIC and to provide us with your comments.

Public Information Centre #1

Date: Wednesday, March 30, 2011
Place: Best Western (formerly Holiday Inn)
 2 North Service Road (east of Lake Street)
 St. Catharines, ON L2N 4G9
Time: 4 p.m. to 8 p.m. (drop-in)
 Brief presentation at 5 p.m. and 7 p.m.

COMMENTS

Comments and information regarding the study will be collected to assist the Project Team. Comment forms and study information are available on the study website: www.qewgcs.ca. If you wish to be added to the study contact list or submit comments or questions, please contact one of the Project Team members listed below:

Mr. Michael Chiu, P.Eng.
 Consultant Project Manager
 McCormick Rankin Corporation
 toll free: 1-877-562-7947
 tel: 905-823-8500
 e-mail: project-team@qewgcs.ca

Mr. Bill Cung, P.Eng.
 Project Manager
 Ontario Ministry of Transportation
 tel: 416-235-3434
 e-mail: project-team@qewgcs.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above.

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

PN 034820P

NOTICE OF PUBLIC INFORMATION CENTRE #1 FOR THE QEW GARDEN CITY SKYWAY

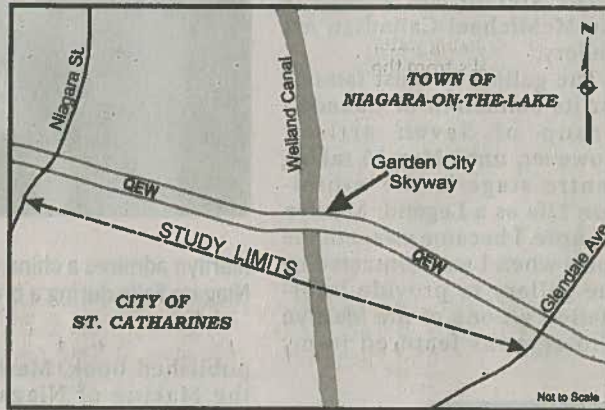
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 Project Manager
 Ontario Ministry of Transportation
 tel: 416-235-3434
 e-mail: project-team@qewgcs.ca

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PNO348 ELOP

NOTICE OF PUBLIC INFORMATION CENTRE #1 FOR THE QEW GARDEN CITY SKYWAY

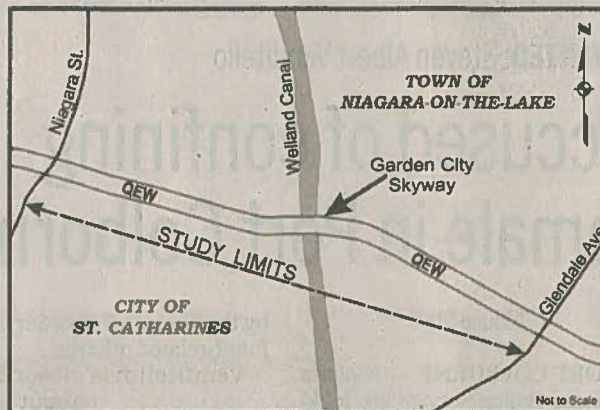
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*Des renseignements sont disponibles en français en composant (905) 823-8500 poste 1471
 M. Yannick Garnier courriel: ygarnier@mrc.ca.*

PN 0348 ELOP



APPENDIX B:

NOTIFICATION MATERIAL



Letter mailed to MPPs, MPs and elected officials on March 10, 2011

Letter mailed to Federal & Provincial agencies, municipal staff, elected officials, other agencies, emergency services, utilities and other stakeholders on March 14, 2011

March 10 / 14, 2011

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Branch»
«Address1»
«Address2»
«City», «Province» «PostalCode»

Re: QEW Garden City Skyway Class Environmental Assessment
Notice of Public Information Centre #1

Dear «Title» «LastName»:

The Ontario Ministry of Transportation has retained McCormick Rankin Corporation (MRC) to undertake a Class Environmental Assessment to determine a long-term strategy to address the structural, traffic safety, and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal from Niagara Street to Glendale Avenue. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway.

The purpose of this letter is to invite you to attend an external agency/municipality preview session in advance of the first Public Information Centre (PIC) for this project. The PIC has been arranged to provide stakeholders an opportunity to review the study process, existing conditions, need and justification, generation of preliminary alternatives and the next steps in the study. **The external agency/municipality preview drop-in session will occur between 3:00 p.m. and 4:00 p.m.**, with the event open to the general public between 4:00 p.m. and 8:00 p.m. For additional details please see the enclosed notice.

Date:	Wednesday, March 30, 2011
Place:	Best Western (formerly Holiday Inn) 2 North Service Road (east of Lake Street) St. Catharines, ON L2N 4G9

We look forward to your attendance at the external agency/municipality preview session.

For additional study details, please visit the study website at www.qewgcs.ca. Should you require further information regarding this study, please feel free to contact any of the Project Team members listed on the enclosed notice.

Yours truly,

Michael Chiu, P.Eng.
Consultant Project Manager
McCormick Rankin Corporation

Encl.

c: Bill Cung – MTO; George Ivanoff – MTO; J.A. (Sandy) Nairn – Ecoplans Ltd.



Global Transportation Engineering

2655 North Sheridan Way, Suite 300, Mississauga, Ontario, Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503 | e: mrc@mrc.ca | www.mrc.ca

A member of MMM GROUP

Ministry of Transportation

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 Planning and Design Section
 Engineering Office
 Central Region
 Building D, 4th Floor
 1201 Wilson Avenue
 Downsview, ON M3M 1J8
 Tel: (416) 235-3434
 Fax: (416) 235-3576

Ministère des Transports

Génie routier
 Section de la planification
 et de la conception
 Bureau du génie
 Région du centre
 Édifice D, 4^e étage
 1201, avenue Wilson
 Downsview, ON M3M 1J8
 Tél.: (416) 235-3434
 Téléc.: (416) 235-3576



March 14, 2011

«Title» «FirstName» «LastName»
 «JobTitle»
 «Company»
 «Branch»
 «Address1»
 «Address2»
 «City», «Province» «PostalCode»

**Letter mailed to Aboriginal
 Contacts**

Re: QEW Garden City Skyway Class Environmental Assessment
 Notice of Public Information Centre #1

Dear «Title» «LastName»:

The Ontario Ministry of Transportation has retained McCormick Rankin Corporation (MRC) to undertake a Class Environmental Assessment to determine a long-term strategy to address the structural and traffic safety and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal from Niagara Street to Glendale Avenue. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway.

Since our last correspondence, at the commencement of this study, we have been reviewing the existing conditions and the need and justification for the undertaking and have developed preliminary alternatives. This information and the next steps in the study will be presented at the first Public Information Centre (PIC) scheduled for:

Date:	Wednesday, March 30, 2011
Place:	Best Western (formerly Holiday Inn) 2 North Service Road (east of Lake Street) St. Catharines, ON L2N 4G9
Time:	4:00 p.m. to 8:00 p.m. (Drop-in) Brief presentation at 5:00 p.m. and 7:00 p.m.

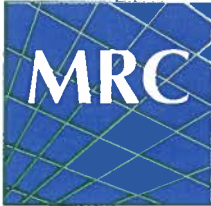
For additional details please see the enclosed notice. Following the PIC a copy of the PIC displays will be posted to the project website: www.qewgcs.ca.

We look forward to your involvement in this project. Should you require further information regarding this project or wish to discuss how your community would like to be involved, please feel free to contact myself, Bill Cung Project Manager, at 416-235-3434 or by email at bill.cung@ontario.ca or Sarah De Decker, MTO Regional Archaeologist, at 416-235-5489 or by email sarah.dedecker@ontario.ca.

Yours truly,

Bill Cung, P.Eng.
 Project Manager
 Ministry of Transportation
 Encl.

c: Sarah De Decker – MTO; George Ivanoff – MTO; Michael Chiu – MRC; J.A. (Sandy) Nairn – Ecoplans Ltd.



March 14, 2011

Letter mailed to General Public on the Contact List

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Branch»
«Address1»
«Address2»
«City», «Province» «PostalCode»

Re: QEW Garden City Skyway Class Environmental Assessment
Notice of Public Information Centre #1

Dear «Title» «LastName»:

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Table with 2 columns: Field (Date, Place, Time) and Value (Wednesday, March 30, 2011; Best Western (formerly Holiday Inn) 2 North Service Road (east of Lake Street) St. Catharines, ON L2N 4G9; 4:00 p.m. to 8:00 p.m. (Drop-in) Brief presentation at 5:00 p.m. and 7:00 p.m.)

We look forward to your attendance at the PIC.

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Yours truly,

Michael Chiu, P.Eng.
Consultant Project Manager
McCormick Rankin Corporation

Encl.
c: Bill Cung – MTO; George Ivanoff – MTO; J.A. (Sandy) Nairn – Ecoplans Ltd.

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t: 905.823.8500 | f: 905.823.8503 | e: mrc@mrc.ca | www.mrc.ca



NOTICE OF PUBLIC INFORMATION CENTRE #1 FOR THE QEW GARDEN CITY SKYWAY

STUDY

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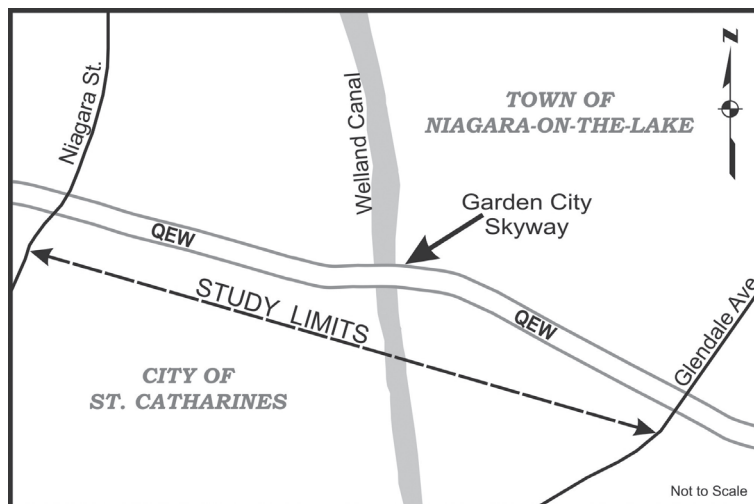
Mr. Michael Chiu, P.Eng.
Consultant Project Manager
McCormick Rankin Corporation
toll free: 1-877-562-7947
tel: 905-823-8500
e-mail: project-team@qewgcs.ca

Mr. Bill Cung, P.Eng.
Project Manager
Ontario Ministry of Transportation
tel: 416-235-3434
e-mail: project-team@qewgcs.ca

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Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Des renseignements sont disponibles en français en composant (905) 823-8500 poste 1471 M. Yannick Garnier courriel: ygarner@mrc.ca.





Letter mailed to DFO contacts on the mailing list

March 14, 2011

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Branch»
«Address1»
«Address2»
«City», «Province» «PostalCode»

Re: QEW Garden City Skyway Class Environmental Assessment
Public Information Centre #1 and Potential CEAA Triggers

Dear «Title» «LastName»:

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We look forward to your attendance at the external agency/municipality preview session.

In addition, the Project Team would like to engage the Department of Fisheries and Oceans Canada in the project as it is anticipated that there will be the requirement to assess the proposed works under the *Canadian Environmental Assessment Act* (CEAA). Please note that at this stage in the Class EA process the proposed works have not yet been identified but alternatives have been developed and will be assessed. Enclosed for your information are figures showing the study planning process and schedule.

The Project Team has also requested that Transport Canada participate in this project. Following the PIC we will contact both Transport Canada and the Department of Fisheries and Oceans Canada to set-up a meeting or teleconference to discuss federal involvement in this project and the anticipated requirements under CEAA.



The Project Team intends to address requirements under CEAA (at a Preliminary Design level of detail) and will work cooperatively with all Responsible Authorities to ensure that the assessment process is completed efficiently by limiting duplication of reporting and consultation requirements between the federal and provincial assessment processes. With that goal in mind, the Project Team will look to the Canadian Environmental Assessment Agency's Operational Policy Statement re: Use of Federal-Provincial Cooperation Mechanisms in Environmental Assessments pursuant to the *Canadian Environmental Assessment Act*. That document is available online at: <http://www.ceaa.gc.ca/default.asp?lang=En&n=34BB758F-1>

For additional study details, please visit the study website at www.gewgcs.ca. Should you require further information regarding this study, please feel free to contact any of the Project Team members listed on the enclosed notice.

Yours truly,

A handwritten signature in black ink that reads 'M. Chiu'.

Michael Chiu, P.Eng.
Consultant Project Manager
McCormick Rankin Corporation

Encl.

c: Bill Cung – MTO; George Ivanoff – MTO; J.A. (Sandy) Nairn – Ecoplans Ltd.



March 14, 2011

Letter mailed to Transport Canada contacts on the mailing list

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Branch»
«Address1»
«Address2»
«City», «Province» «PostalCode»

Re: QEW Garden City Skyway Class Environmental Assessment
Public Information Centre #1 and Potential CEAA Triggers

Dear «Title» «LastName»:

The Ontario Ministry of Transportation has retained McCormick Rankin Corporation (MRC) to undertake a Class Environmental Assessment to determine a long-term strategy to address the structural, traffic safety, and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal from Niagara Street to Glendale Avenue. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway.

The purpose of this letter is to invite you to attend an external agency/municipality preview session in advance of the first Public Information Centre (PIC) for this project. The PIC has been arranged to provide stakeholders an opportunity to review the study process, existing conditions, need and justification, generation of preliminary alternatives and the next steps in the study. **The external agency/municipality preview drop-in session will occur between 3:00 p.m. and 4:00 p.m.**, with the event open to the general public between 4:00 p.m. and 8:00 p.m. For additional details please see the enclosed notice.

Date:	Wednesday, March 30, 2011
Place:	Best Western (formerly Holiday Inn) 2 North Service Road (east of Lake Street) St. Catharines, ON L2N 4G9

We look forward to your attendance at the external agency/municipality preview session.

In addition, the Project Team would like to engage Transport Canada in the project as it is anticipated that there will be the requirement to assess the proposed works under the *Canadian Environmental Assessment Act* (CEAA). Please note that at this stage in the Class EA process the proposed works have not yet been identified but alternatives have been developed and will be assessed. Enclosed for your information are figures showing the study planning process and schedule.

The Project Team has also requested that the Department of Fisheries and Oceans Canada participate in this project. Following the PIC we will contact both Transport Canada and the Department of Fisheries and Oceans Canada to set-up a meeting or teleconference to discuss federal involvement in this project and the anticipated requirements under CEAA.



The Project Team intends to address requirements under CEAA (at a Preliminary Design level of detail) and will work cooperatively with all Responsible Authorities to ensure that the assessment process is completed efficiently by limiting duplication of reporting and consultation requirements between the federal and provincial assessment processes. With that goal in mind, the Project Team will look to the Canadian Environmental Assessment Agency's Operational Policy Statement re: Use of Federal-Provincial Cooperation Mechanisms in Environmental Assessments pursuant to the *Canadian Environmental Assessment Act*. That document is available online at: <http://www.ceaa.gc.ca/default.asp?lang=En&n=34BB758F-1>

For additional study details, please visit the study website at www.gewgcs.ca. Should you require further information regarding this study, please feel free to contact any of the Project Team members listed on the enclosed notice.

Yours truly,

A handwritten signature in black ink that reads 'M. Chiu'.

Michael Chiu, P.Eng.
Consultant Project Manager
McCormick Rankin Corporation

Encl.

c: Bill Cung – MTO; George Ivanoff – MTO; J.A.

NOTICE OF PUBLIC INFORMATION CENTRE #1 FOR THE QEW GARDEN CITY SKYWAY

STUDY

The Ontario **Ministry of Transportation (MTO)** has retained **McCormick Rankin Corporation (MRC)** to undertake a Class Environmental Assessment to determine a long-term strategy to address the structural, traffic safety, and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway. As shown on the key plan below, the study limits extend between Niagara Street and Glendale Avenue.

PROCESS

The study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities 1999, as amended in 2000*. The study will consider all phases of the planning process, including:

- identifying structural and operational issues
- generating and evaluating a full range of alternatives
- selecting a preferred alternative
- preparing a Transportation Environmental Study Report (TESR)

Upon completion of the study, the TESR will be made available for a 30-day public review period.

PUBLIC INFORMATION CENTRE #1

To facilitate public involvement, Public Information Centres (PICs) will be held at three key study stages. The PICs will provide local residents, business owners, members of the public, and other stakeholders with an opportunity to review, comment on, and discuss the project with members of the Project Team. The first PIC has been arranged to allow members of the public and residents an opportunity to review the study process, existing conditions, need and justification, generation of preliminary alternatives, and the next steps in the study. You are encouraged to attend the PIC and to provide us with your comments.

Public Information Centre #1

Date: Wednesday, March 30, 2011
Place: Best Western (formerly Holiday Inn)
2 North Service Road (east of Lake Street)
St. Catharines, ON L2N 4G9
Time: 4 p.m. to 8 p.m. (drop-in)
Brief presentation at 5 p.m. and 7 p.m.

COMMENTS

Comments and information regarding the study will be collected to assist the Project Team. Comment forms and study information are available on the study website: www.qewgcs.ca. If you wish to be added to the study contact list or submit comments or questions, please contact one of the Project Team members listed below:

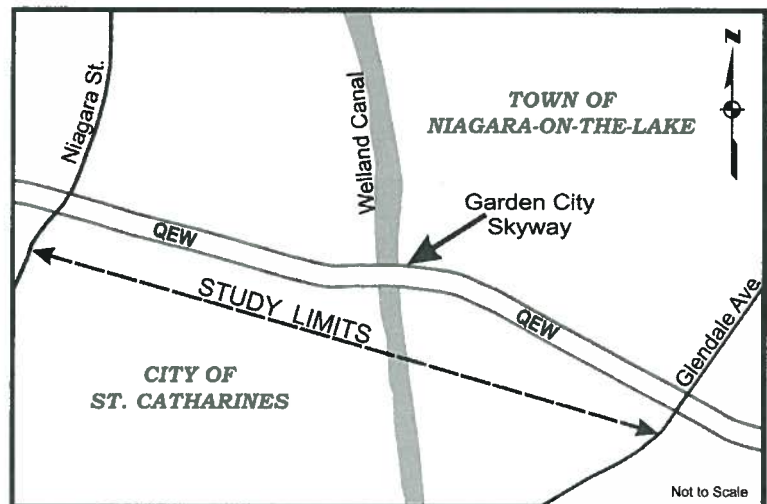
Mr. Michael Chiu, P.Eng.
Consultant Project Manager
McCormick Rankin Corporation
toll free: 1-877-562-7947
tel: 905-823-8500
e-mail: project-team@qewgcs.ca

Mr. Bill Cung, P.Eng.
Project Manager
Ontario Ministry of Transportation
tel: 416-235-3434
e-mail: project-team@qewgcs.ca

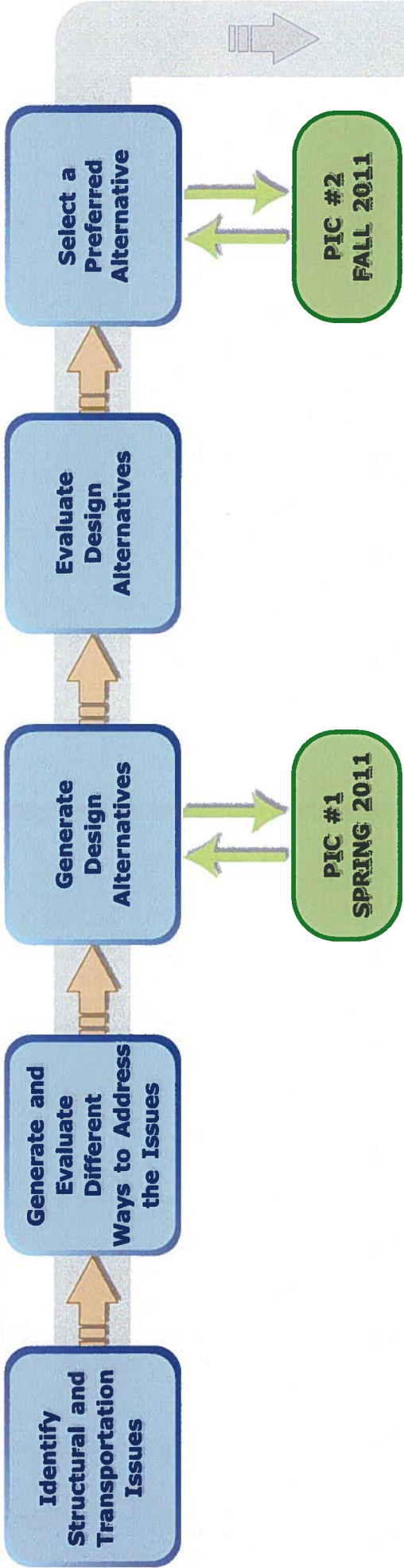
If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above.

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

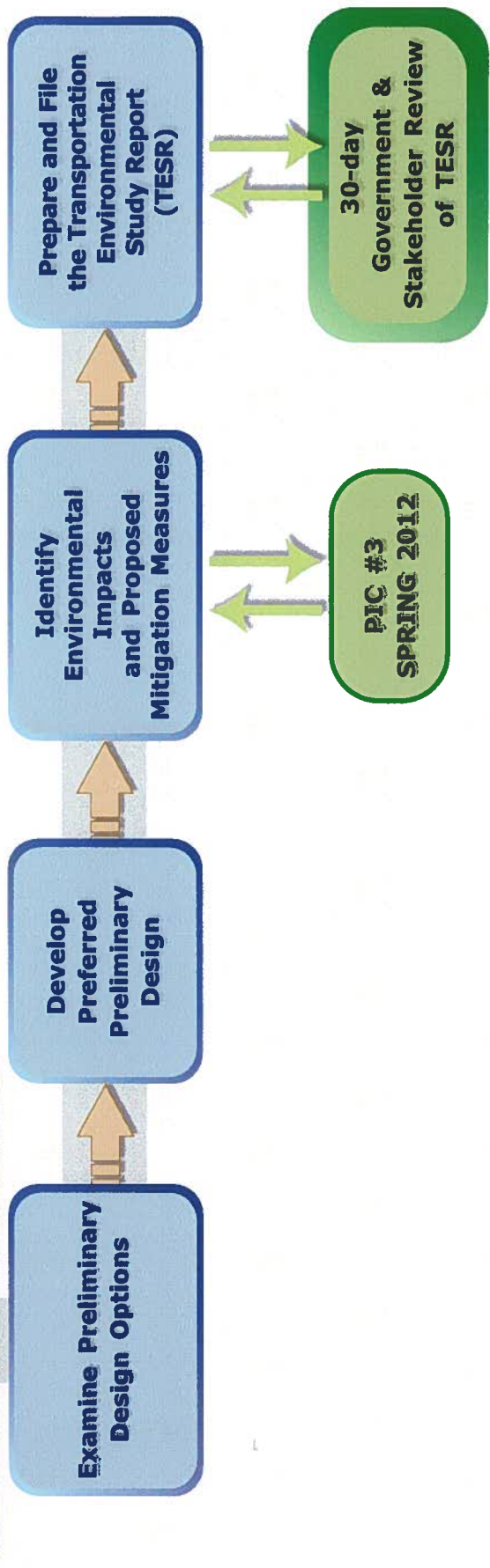
Des renseignements sont disponibles en français en composant (905) 823-8500 poste 1471 M. Yannick Garnier courriel: ygarner@mrc.ca.



Functional Planning



Preliminary Design



APPENDIX C:
DISPLAY MATERIAL

WELCOME

Public Information Centre #1

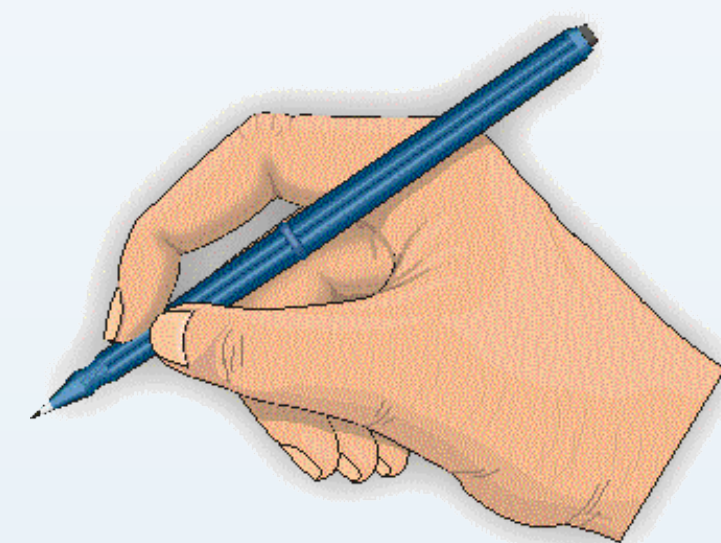
QEW Garden City Skyway Class Environmental Assessment

March 30, 2011

4:00 p.m. to 8:00 p.m.

Brief Presentations at 5:00 p.m. and 7:00 p.m.

Please sign in at the front desk

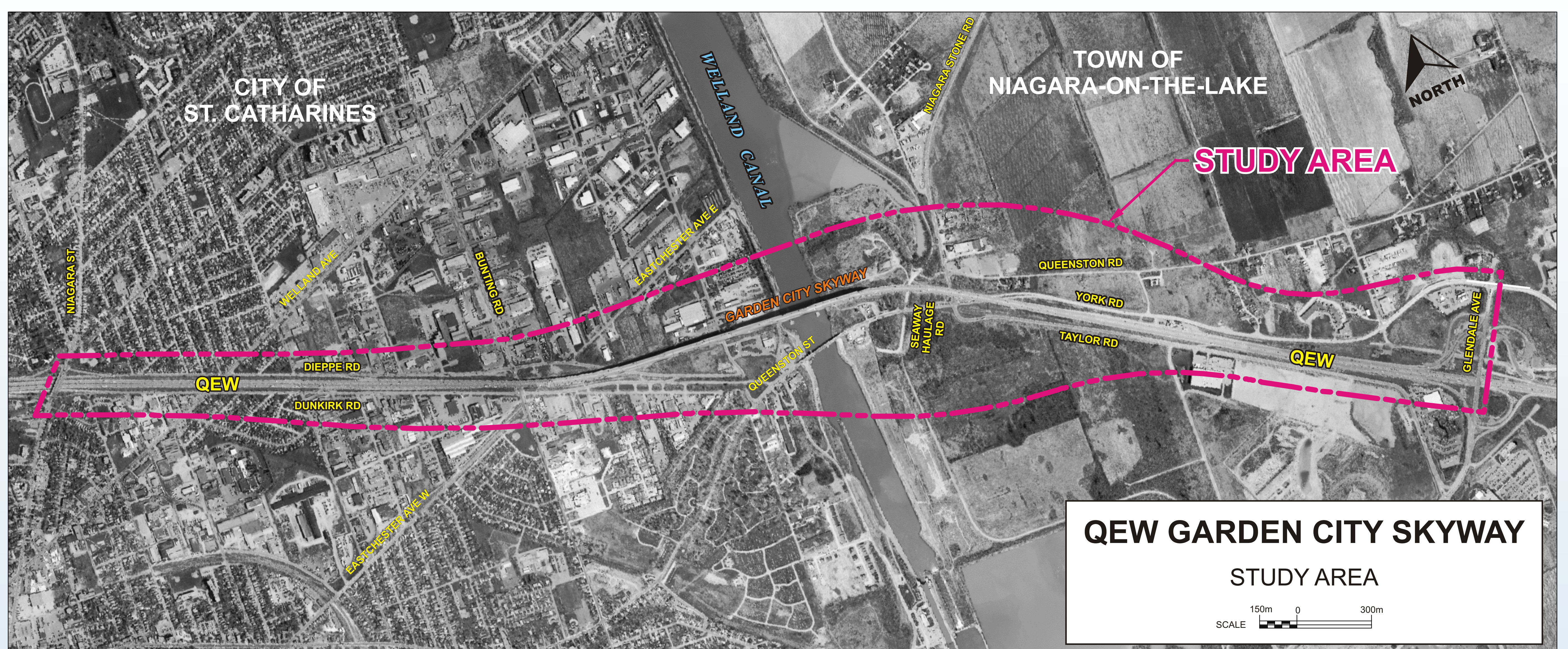


PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT STUDY

The purpose of this Public Information Centre (PIC) is to discuss the project and obtain input on:

- The study process;
- Existing conditions;
- Problems and opportunities;
- The alternatives to the undertaking;
- The generation and evaluation of design alternatives;
- The next steps.

The study area is shown on the key plan below.



Information presented today will also be available online at:

www.qewgcs.ca

BACKGROUND AND STUDY PURPOSE

The Queen Elizabeth Way (QEW) is Ontario's oldest freeway, dating back to the 1930s. The QEW is a critical element in the provincial highway network and is one of Ontario's most important transportation facilities in terms of trade, commuter and tourist traffic. The QEW links the Canada-United States border crossings at Niagara Falls and Fort Erie with Ontario's Golden Horseshoe and beyond.

The Garden City Skyway is a 48-span, high-level bridge that is 2.2 km long, 28 m wide and carries the QEW over the Welland Canal, connecting the City of St. Catharines and Town of Niagara-on-the-Lake. At the crossing of the Welland Canal, the bridge is approximately 40 m high.

The bridge was completed in 1963 and has since undergone various repairs.



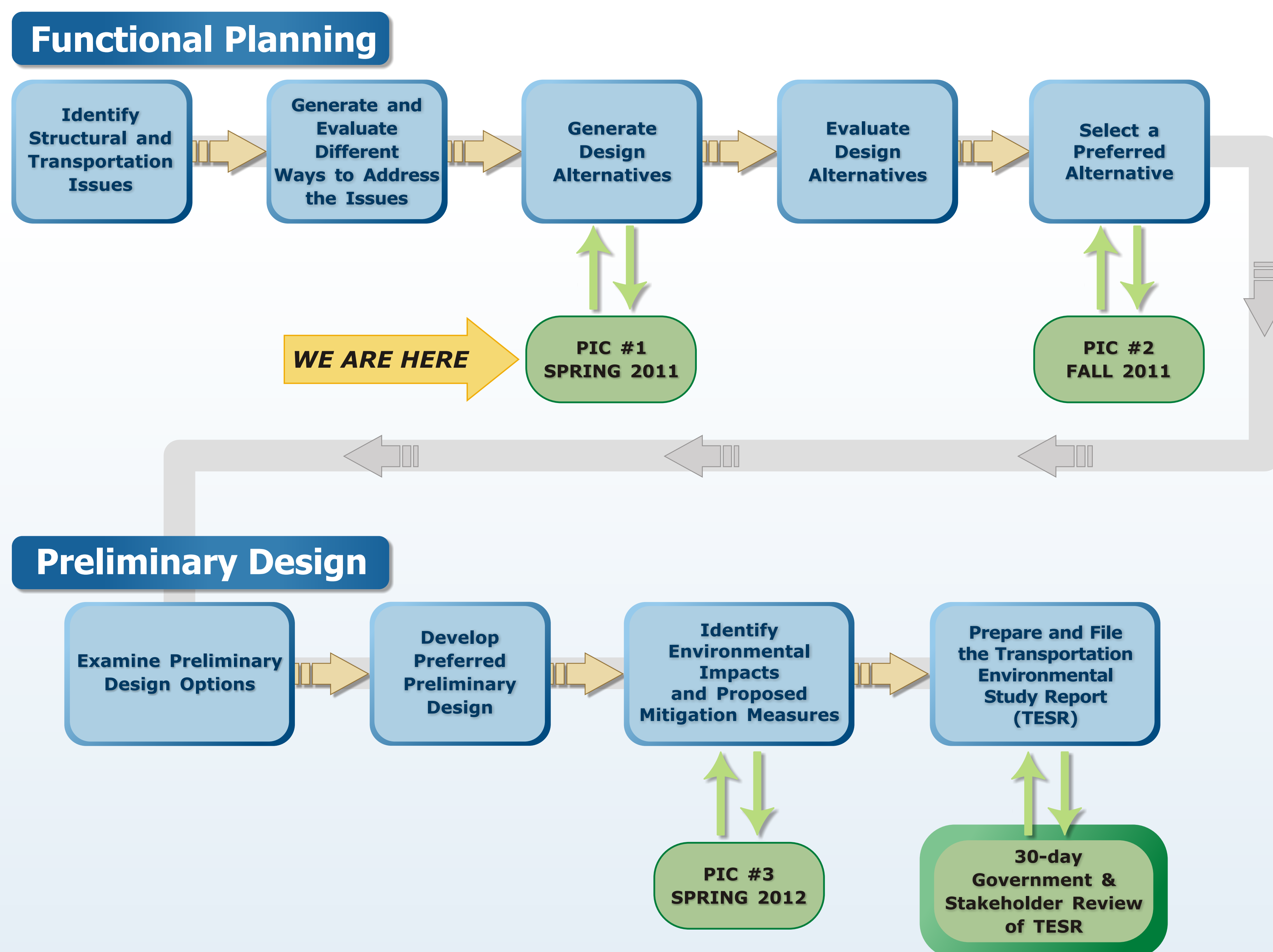
The **purpose of this Class EA study** is to address the structural, traffic safety and operational needs of the QEW crossing of the Welland Canal.

CLASS ENVIRONMENTAL ASSESSMENT PROCESS

This study will follow the approved environmental planning process for Group 'B' projects under the Ministry of Transportation (MTO) *Class Environmental Assessment for Provincial Transportation Facilities 1999, as amended in 2000*. The MTO Class Environmental Assessment (EA) is a process approved by the Ministry of the Environment for the planning and design of provincial highway projects.

Public consultation is key to the study, and the public is encouraged to provide input at any point during this project. To facilitate public involvement, Public Information Centres (PICs) will be held at key study stages.

The overall Class EA planning process approach and key tasks are illustrated in the diagram below. This process will consist of two major phases: **Functional Planning and Preliminary Design**.



Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public review period.

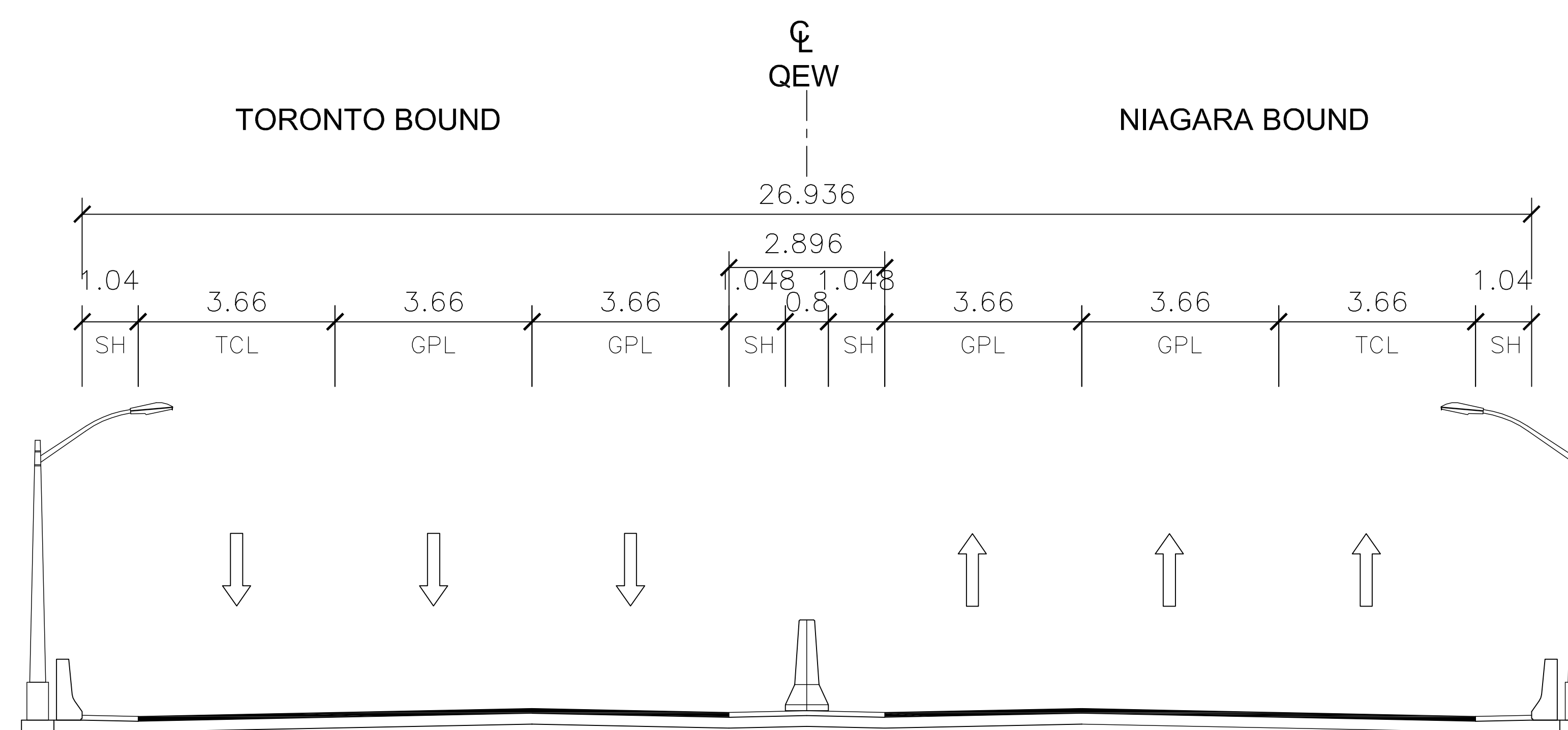
EXISTING BRIDGE CONDITIONS

- Opened in 1963 to replace the Homer Lift Bridge.
- Bridge deck rehabilitation was completed in 2002. This is expected to extend the service life of the deck to approximately 2025.
- Extensive substructure rehabilitation was completed between 2004 and 2010. It is anticipated that this work will extend the service life of the substructure to beyond 2025.
- Existing bridge will require ongoing, moderate rehabilitation.
- Bridge deck will require replacement in about 15 years.



EXISTING TRAFFIC CONDITIONS

From the time the Garden City Skyway opened in 1963 until recently, the QEW had two lanes in each direction, both east and west of the Welland Canal. Over that time, the Skyway included two basic lanes, plus a truck-climbing lane (TCL), in each direction.



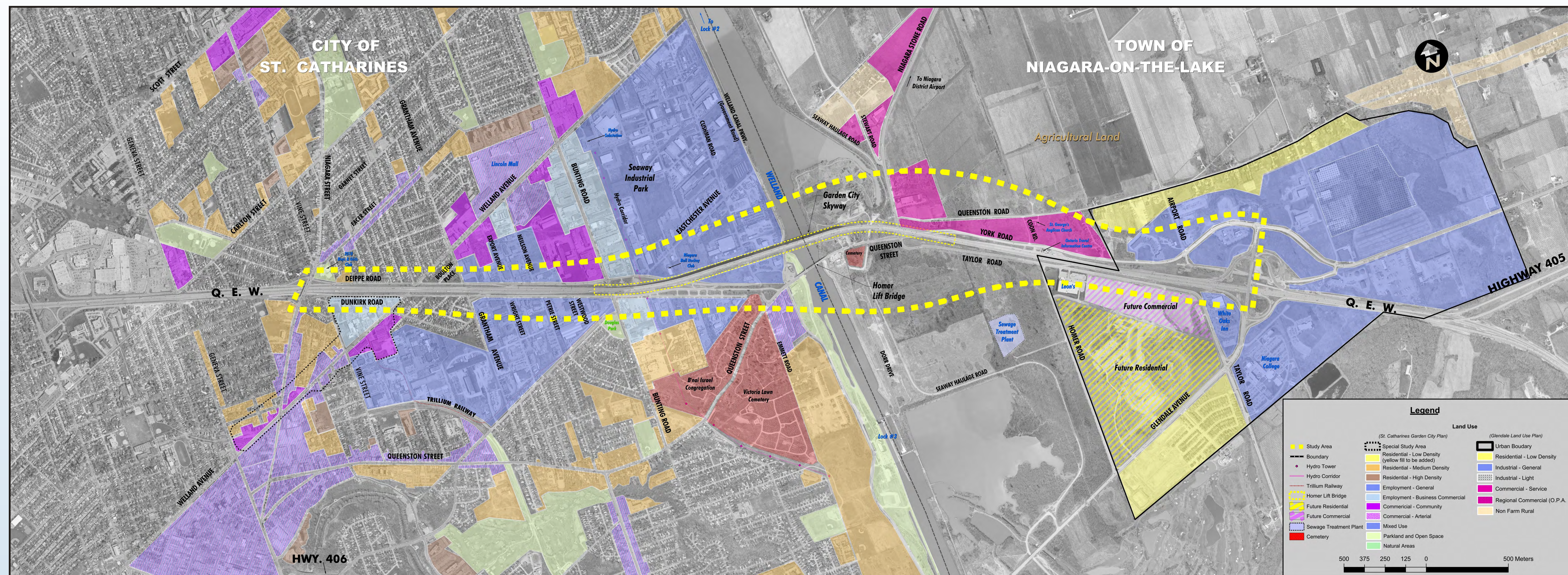
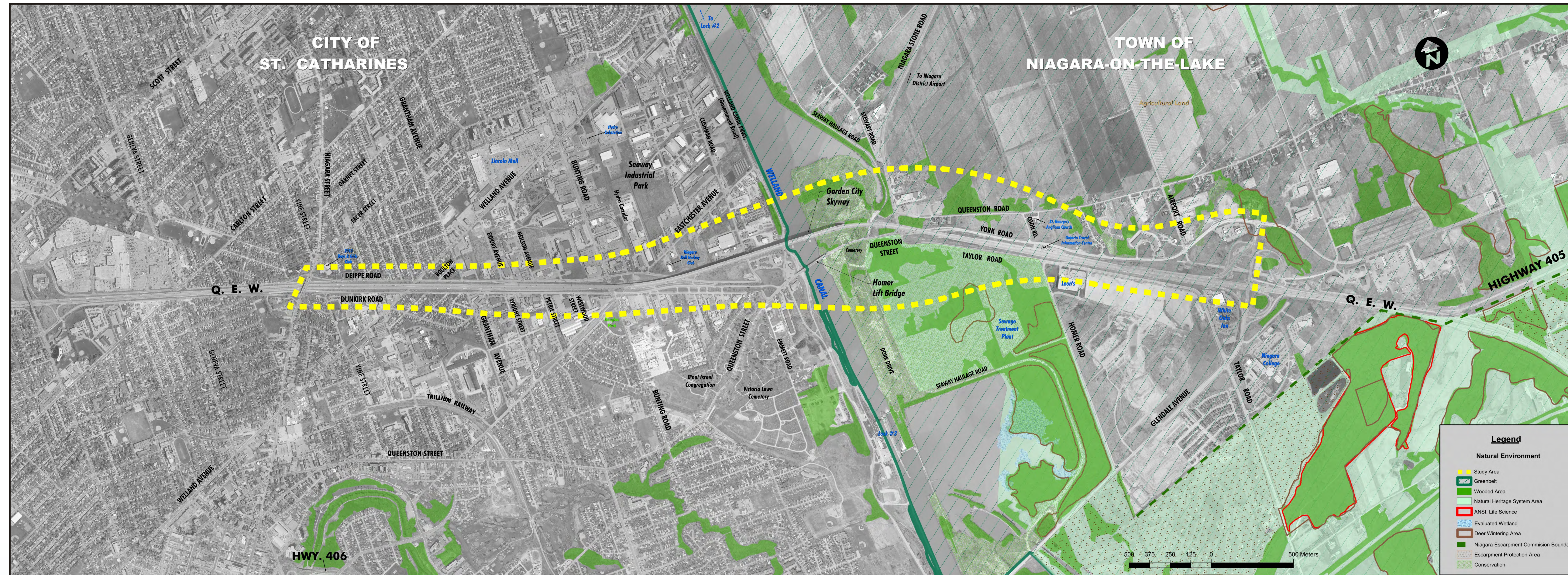
Existing Garden City Skyway Cross Section

The Skyway has long, sustained grades that result in reduced speed for heavy vehicles, and this can impede traffic and reduce safety performance. TCLs provide opportunities for other vehicles to pass slower-moving trucks, and minimize the operational and safety issues associated with large, slowly moving vehicles travelling in mixed traffic on long climbs.

Recent widening on the QEW (expected completion early Summer 2011) will result in six basic lanes on both sides of the Skyway. This will eliminate the original function of the TCLs on the Skyway, and effectively cause the Skyway to become a traffic bottleneck on the QEW.

The Skyway has only minimal (approximately 1 m) shoulder widths, which are undesirable for the safe operation of traffic and emergency response. In addition, the vertical crest curve does not conform to current design guidelines.

EXISTING CONDITIONS – NATURAL & SOCIAL ENVIRONMENTS



EXISTING CONDITIONS - HERITAGE

The Queen Elizabeth Way (QEW) was dedicated in 1939 and officially opened in 1940. The highway was originally four lanes and has since been widened to six lanes in the vicinity of the Garden City Skyway.

When the QEW opened, the Welland Canal was crossed at the Homer Lift Bridge. The crossing point later changed when the Skyway was completed in 1963. The bridge was operated as a toll bridge until 1973.

The east and west approach spans of the Skyway are of similar design, consisting of concrete piers with overhanging caps, and a deck structure supported on steel I-beams. The main spans were constructed using steel box girders. This bridge was the first use of steel box girders in Ontario.

The Skyway is a visually prominent feature, and is listed on the Ontario Heritage Bridge List; it is considered provincially significant.



Looking south at the Garden City Skyway. In the background, a ship transits the Homer Bridge



Looking east from Dunkirk Road, part of the original QEW alignment.

In addition to the QEW and the Garden City Skyway, there are a number of built heritage features (e.g. bridges, houses, churches) and cultural heritage landscapes (e.g. roadscares, residential, industrial) within the study area.

PROBLEMS AND OPPORTUNITIES

An assessment of the existing conditions within the study area has identified the following:

Problems:

- The bridge has been extensively rehabilitated in recent years and is not in poor condition. However, the bridge will require ongoing rehabilitation.
- The bridge deck will require replacement in about 15 years.
- It is not possible to maintain the existing six lanes on the Skyway while rehabilitating/replacing the existing bridge deck.
- The Skyway has long, sustained grades that result in reduced speed for heavy vehicles, which can impede traffic and reduce safety performance. Recent widening of the QEW has eliminated the function of the truck-climbing lanes originally designed for the Skyway, and this has reduced safety and operational performance.
- The narrow shoulders on the bridge are undesirable for the safe operation of traffic and emergency response. Also, the vertical crest curve does not conform to current design guidelines.

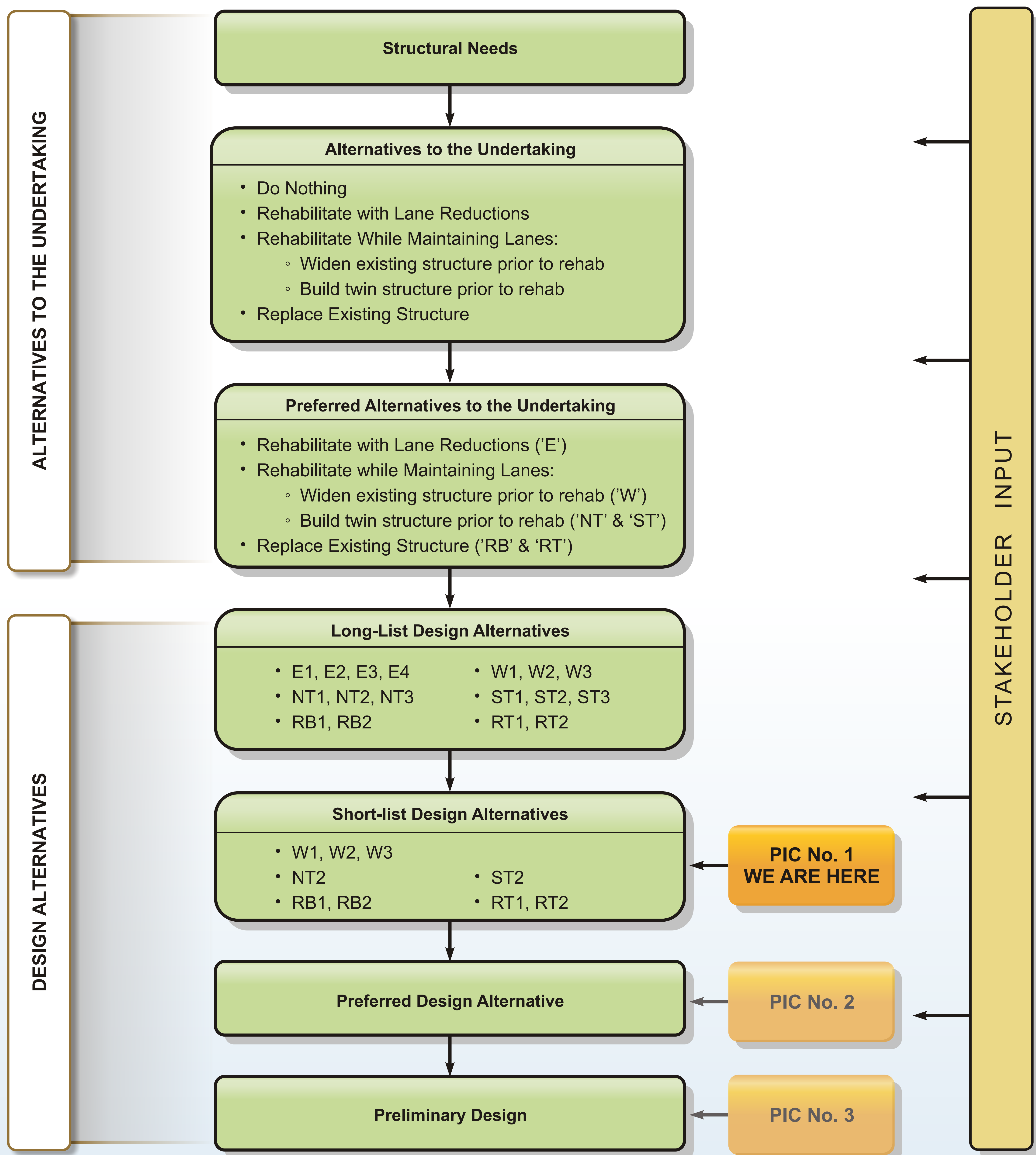
PROBLEMS AND OPPORTUNITIES (Continued)

Opportunities:

- The Province recognizes the QEW as a key corridor to connect economic centres and international gateways.
- Widening of the QEW to six lanes from Highway 406 to the Garden City Skyway is expected to be completed in early Summer 2011.
- The Ministry of Transportation is undertaking the **Niagara to GTA (NGTA) Corridor Planning and Environmental Assessment Study** to examine transportation problems and opportunities, and consider alternative solutions in the Niagara, Hamilton and Halton areas. The Garden City Skyway is located within the NGTA study area. NGTA project details are available at: www.niagara-gta.com.
- The NGTA study has recommended a new east-west highway connecting Highway 406 in the Welland area to the QEW between Highway 420 and Fort Erie, to address future transportation capacity demands.
- Niagara Region is currently undertaking a **QEW/Glendale Avenue/Highway 405 Class EA study to address improvements to the transportation system in that area.**

The QEW Garden City Skyway Class Environmental Assessment Study has been initiated to address the identified problems and opportunities.

ALTERNATIVE DEVELOPMENT PROCESS



ALTERNATIVES TO THE UNDERTAKING

The first phase of the EA study is to assess Alternatives to the Undertaking.

Alternatives to the Undertaking are defined as functionally different ways of addressing the stated problems and opportunities.

Alternatives to the Undertaking for this study are:

- **Do Nothing** – the Garden City Skyway would remain “as is.”
- **Rehabilitate with Lane Reductions** – The existing bridge deck would be replaced. Lanes would be reduced from six to four during construction, which would occur in the spring and fall.
- **Rehabilitate while Maintaining Lanes** – Prior to rehabilitation, one of the following would occur:
 - *Widen the Existing Bridge* – The existing bridge would be widened to one side or both sides. The new bridge section(s) would allow the existing sections to be rehabilitated while maintaining six lanes of traffic.
 - *Twin the Existing Bridge* – A new structure would be built which would carry some or all of the QEW traffic while the existing structure is rehabilitated. Six lanes would be maintained during construction.
- **Replacement** – A new bridge or tunnel would be constructed, and the existing bridge would be demolished.

ASSESSMENT OF ALTERNATIVES TO THE UNDERTAKING

Based on a preliminary assessment of the Alternatives to the Undertaking, it was determined that the 'Do Nothing' alternative does not address the structural needs of the bridge. This alternative would result in continued deterioration of the deck, which would ultimately lead to failure. **Therefore, the 'Do Nothing' alternative is not carried forward.**

'Rehabilitate with Lane Reductions' addresses the structural needs of the bridge. While this alternative does not substantially address the safety and operational issues of the Skyway, it represents the alternative with the lowest construction cost, and would have the fewest impacts to the surrounding area. The 'Rehabilitate with Lane Reductions' alternative is thus carried forward for further consideration.

'Rehabilitate while Maintaining Lanes' which includes twinning and widening, addresses the structural needs of the bridge, and addresses many of the traffic safety and operational needs of the bridge. Thus, this alternative is carried forward for further consideration.

'Replacement' which includes both bridge and tunnel options, fully addresses the structural, traffic safety and operational needs of the QEW crossing of the Welland canal. The 'Replacement' alternative is therefore carried forward for further consideration.

In summary, the following Alternatives to the Undertaking are carried forward for further consideration:

- Rehabilitate with Lane Reductions
- Rehabilitate while Maintaining Lanes
 - *Widen the Existing Bridge*
 - *Twin the Existing Bridge*
- Replacement
 - *Bridge*
 - *Tunnel*

ALTERNATIVE SOLUTIONS (DESIGN ALTERNATIVES)

The next study phase is to develop and examine Design Alternatives to identify the preferred alternative. The selection process will contain two steps:

Step 1 – Analysis: Identification of potential advantages and disadvantages of each alternative.

Step 2 – Evaluation: Comparative examination of the advantages and disadvantages of the alternatives to identify a preferred alternative.

The evaluation will be carried out using the **Reasoned Argument** method. The **Reasoned Argument** method compares the differences in net effects and provides a clear rationale for the selection of the Preferred Alternative.

The rationale (“trade-offs”) that favours one alternative over all others will be derived from the following:

- Study purpose;
- Government legislation, policies and guidelines;
- Municipal policy (e.g., approved Official Plans);
- Issues and concerns identified during consultation with stakeholders; and
- The experience and expertise of the Project Team.

The input we receive at this PIC will assist in the analysis and evaluation process. The results of the evaluation will be presented at the next PIC (PIC No. 2).

Once a Preferred Alternative has been selected, the design can be refined to further reduce impacts.

EVALUATION CRITERIA

The alternatives presented at this PIC will be evaluated using the following criteria:

Natural Environment

- Aquatic Species and Habitat (incl. species of conservation concern)
- Terrestrial Species and Habitat (incl. species of conservation concern)
- Drainage / Stormwater Management

Socio-Economic Environment

- Property Impacts (private property, businesses, utilities)
- Community Impacts (community services and facilities, recreational facilities)
- Nuisance Effects (Noise, Air Quality, Vibration)

Cultural Environment

- Built Heritage
- Cultural Heritage Landscapes
- Archaeology

Technical Considerations

- Structural
- Transportation Operations
- Geometrics and Safety
- Constructability
- Future Maintenance
- Cost

LONG LIST OF BRIDGE DESIGN ALTERNATIVES

- Seventeen (17) basic alternatives were developed and considered.
- Each alternative is described below and is illustrated on subsequent panels.

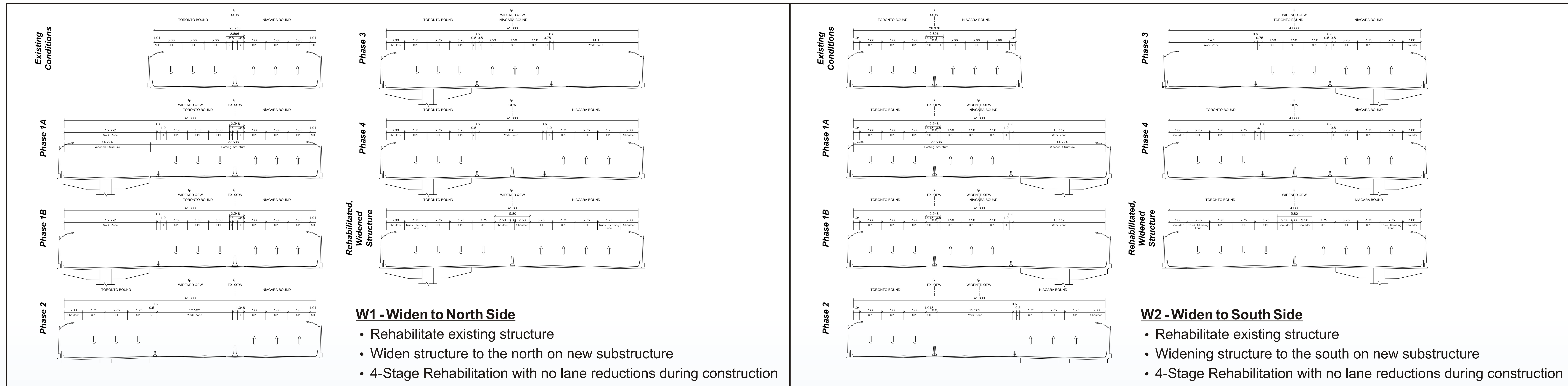
Groups	Alternatives		Key Features
Rehabilitate without Widening (with Lane Reductions)	E1	✘	Rehabilitate in 'thirds'
	E2	✘	Rehabilitate in 'halves'
	E3	✘	Rehabilitate with precast panels
	E4	✘	Rehabilitate with overhang widening
Widen Existing Structure Prior to Rehabilitation	W1	✔	Widen to north side
	W2	✔	Widen to south side
	W3	✔	Widen to both sides
Twin Existing Structure Prior to Rehabilitation	NT1	✘	Twin to north with one-stage rehabilitation
	NT2	✔	Twin to north with two-stage rehabilitation
	NT3	✘	Twin to north with tunnel
	ST1	✘	Twin to south with one-stage rehabilitation
	ST2	✔	Twin to south with two-stage rehabilitation
	ST3	✘	Twin to south with tunnel
Replace with a Bridge (Demolish Existing)	RB1	✔	Build replacement bridge on north side
	RB2	✔	Build replacement bridge on south side
Replace with a Tunnel (Demolish Existing)	RT1	✔	Build replacement tunnel on north side
	RT2	✔	Build replacement tunnel on south side

- ✔ - **Alternatives which are being recommended to be carried forward for further consideration**
- ✘ - **Alternatives which are not being recommended to be carried forward for further consideration**

With the exception of the 'Rehabilitate Without Widening' alternatives, all of the bridge alternatives would have an 8-lane cross section, including 3 general-purpose lanes and one truck-climbing lane in each direction.

SHORT-LIST ALTERNATIVES - W1, W2, W3

The following displays illustrate the short-list alternatives carried forward for further consideration.



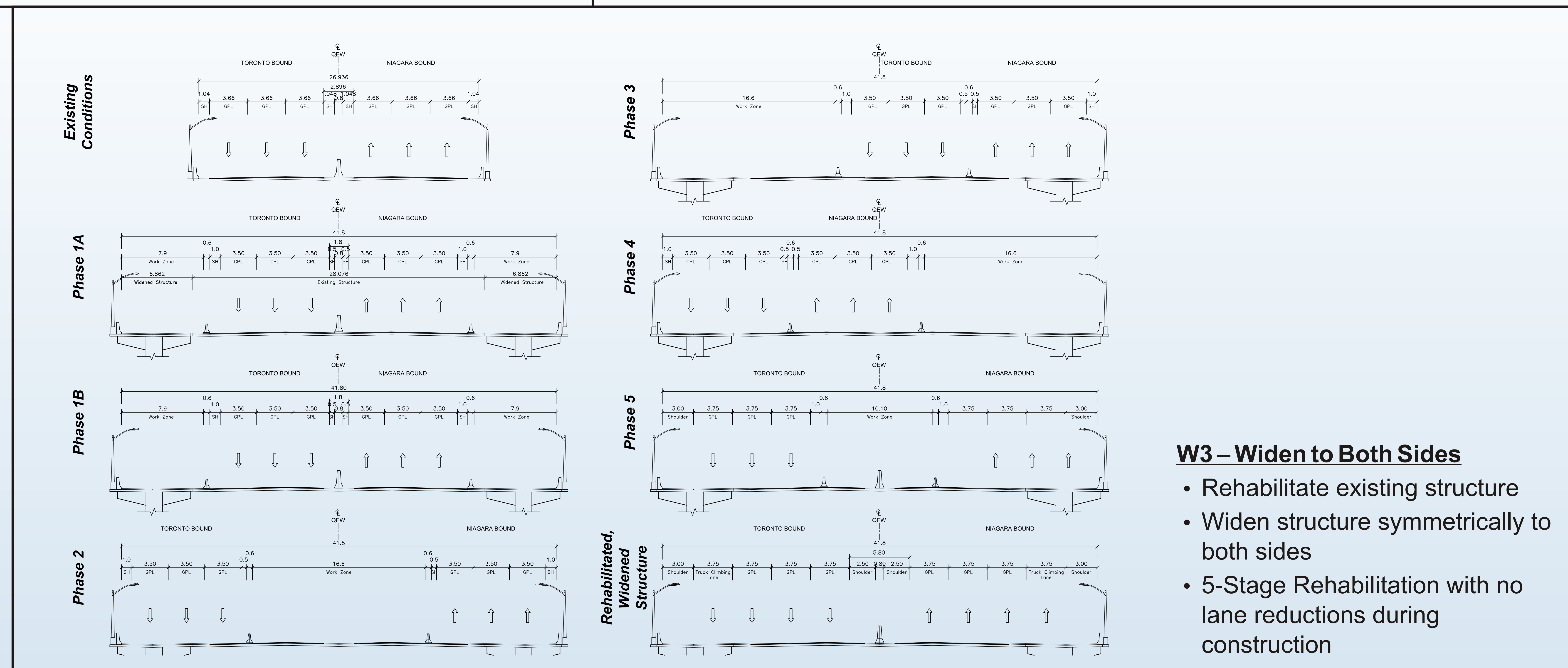
Rehab with Widening – W1, W2, W3

Pros:

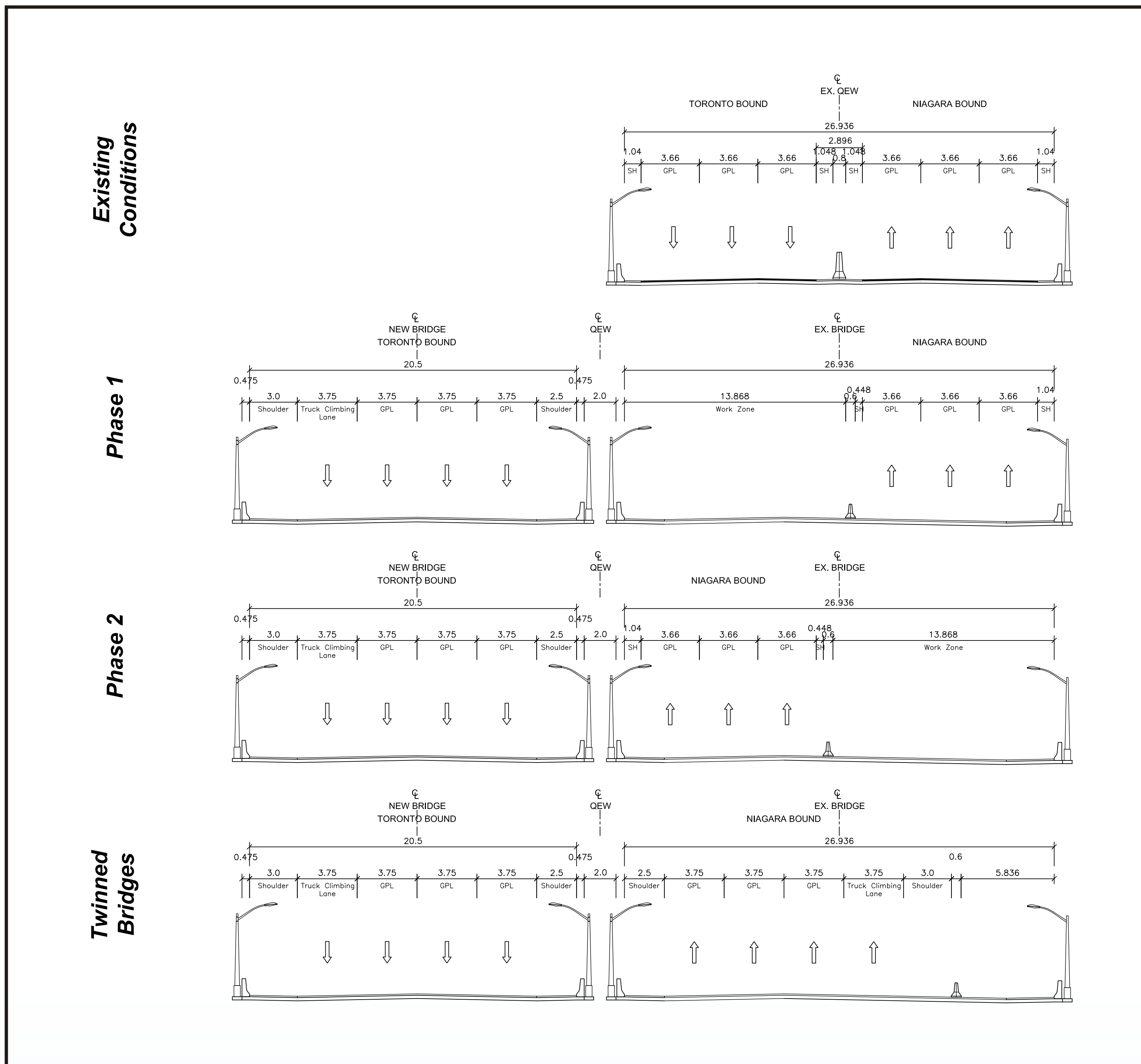
- Relatively low cost
- Small footprint
- Retains heritage structure

Cons:

- Long rehabilitation duration
- New structure mixed with existing



SHORT-LIST ALTERNATIVES - NT2, ST2



NT2 – Twin to North with 2-Stage Rehabilitation

- Construction of new bridge to the north
- Move Toronto-bound traffic onto new bridge
- Rehabilitate existing structure
- 2-Stage Rehabilitation with no lane reductions during construction

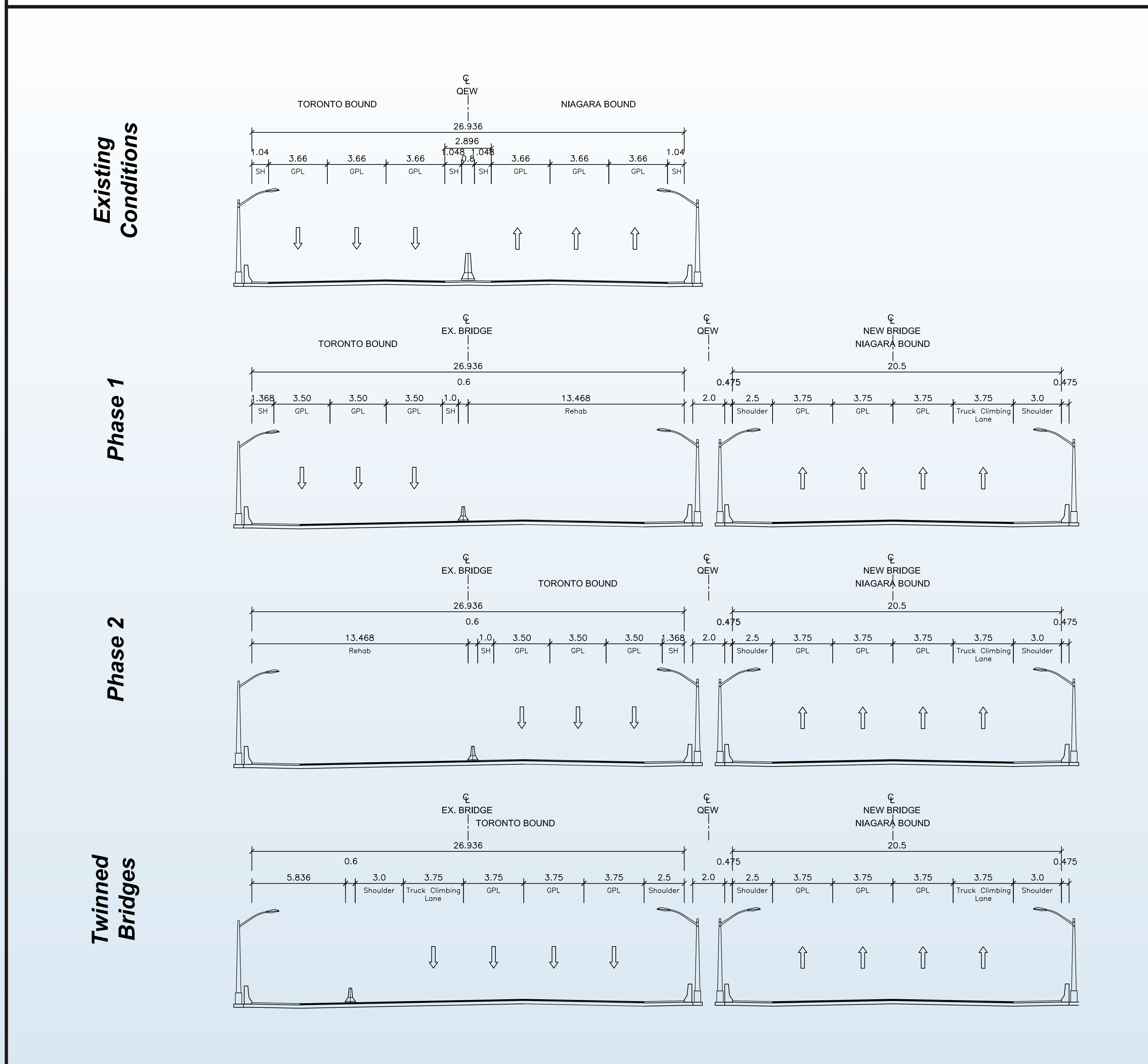
Rehab with Twinning – NT2, ST2

Pros:

- Moderate cost
- Flexibility for future planning and staging
- Retains heritage structure

Cons:

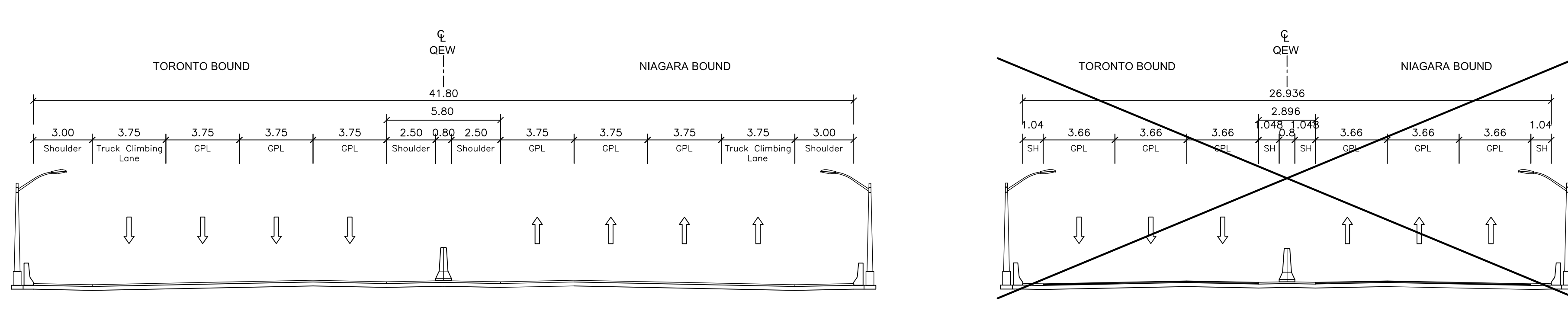
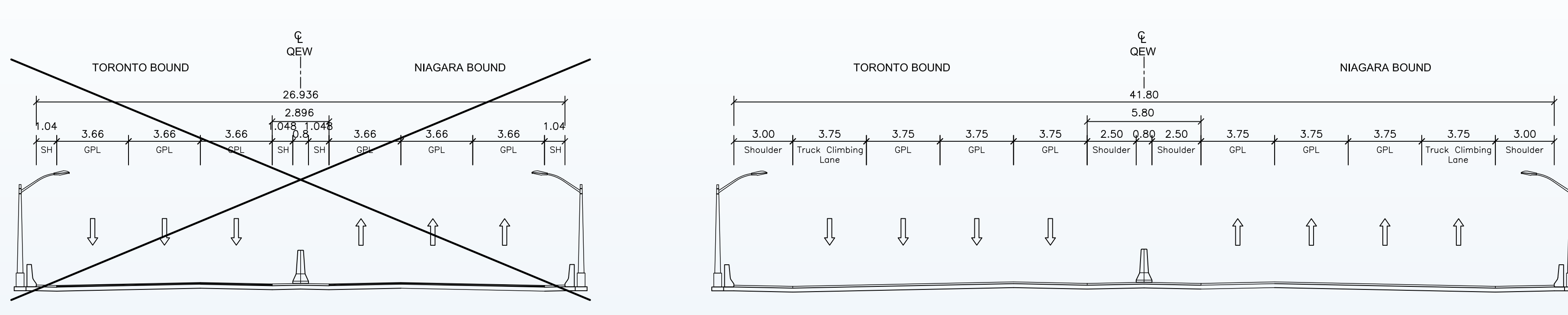
- Footprint impacts
- Requires 'sympathetic' design to maintain heritage value of Skyway



ST2 – Twin to South with 2-Stage Rehabilitation

- Construction of new bridge to the south
- Move Niagara-bound traffic onto new bridge
- Rehabilitate existing structure
- 2-Stage Rehabilitation with no lane reductions during construction

SHORT-LIST ALTERNATIVES - RB1, RB2

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Replacement Bridge</p> 	<p>RB1 – Build Replacement Bridge on North Side</p> <ul style="list-style-type: none"> • Replacement of existing bridge with new bridge to the north • No lane reductions on existing bridge during construction • Demolish existing bridge
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Replacement Bridge</p> 	<p>RB2 – Build Replacement Bridge on South Side</p> <ul style="list-style-type: none"> • Replacement of existing bridge with new bridge to the south • No lane reductions on existing bridge during construction • Demolish existing bridge

Replacement Bridge – RB1, RB2

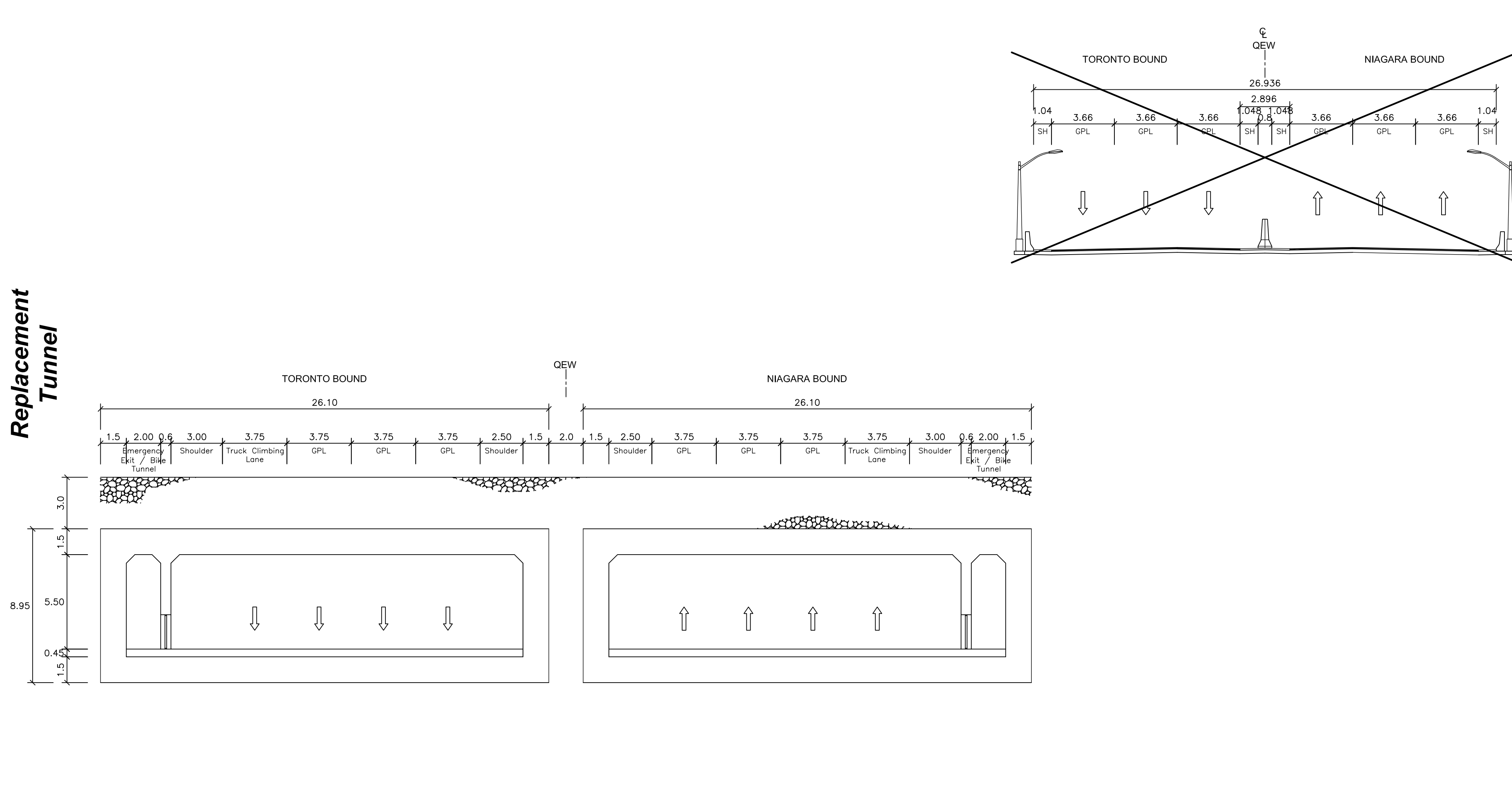
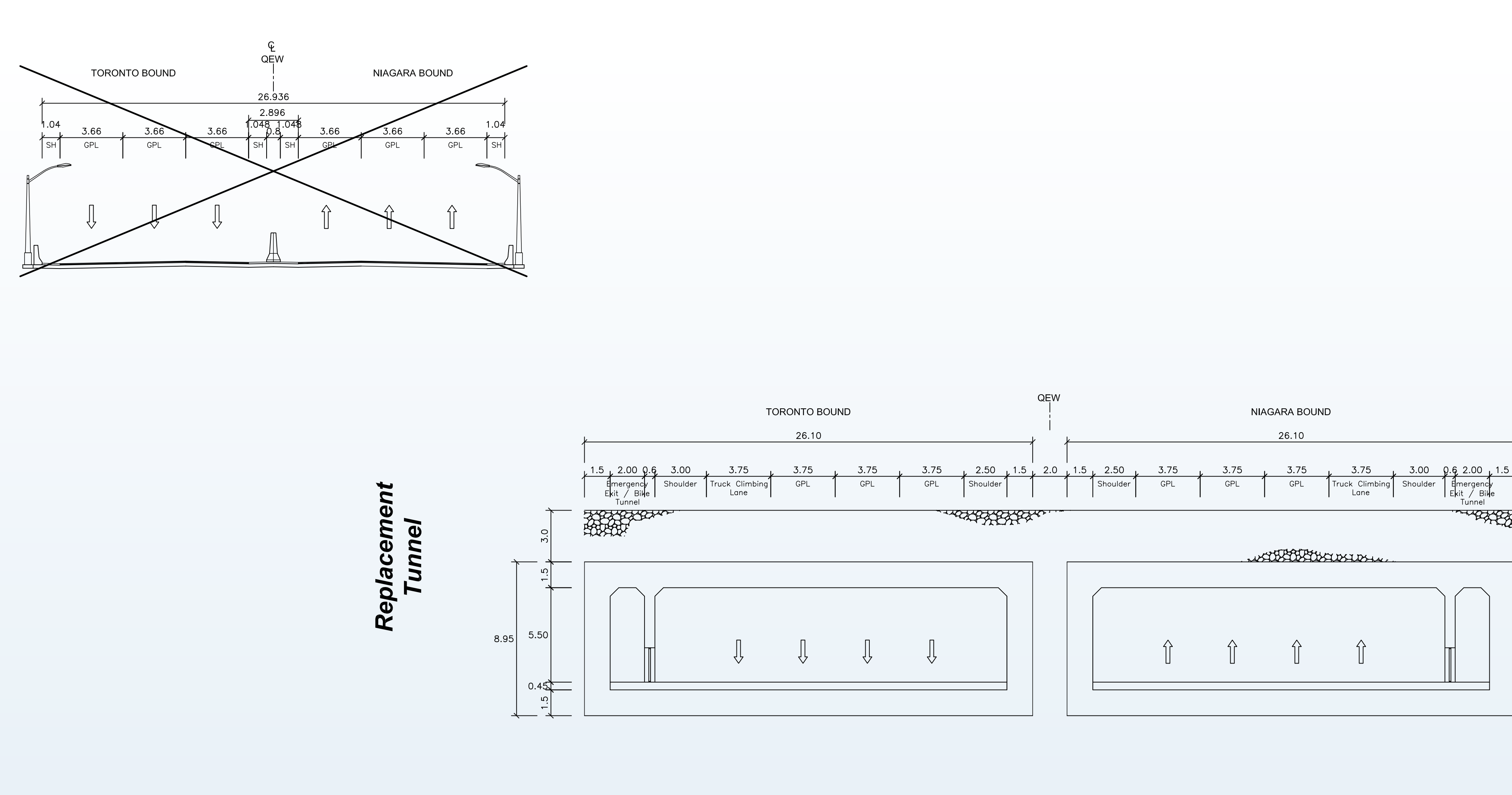
Pros:

- Moderate cost
- No further maintenance of existing bridge required
- Improved highway geometry

Cons:

- Footprint impacts
- Loss of heritage bridge

SHORT-LIST ALTERNATIVES - RT1, RT2

 <p>Replacement Tunnel</p>	<h3><u>RT1 – Build Replacement Tunnel on North Side</u></h3> <ul style="list-style-type: none"> • Replacement of existing bridge with tunnel to the north • No lane reductions on existing bridge during construction • Demolish existing bridge
 <p>Replacement Tunnel</p>	<h3><u>RT2 – Build Replacement Tunnel on South Side</u></h3> <ul style="list-style-type: none"> • Replacement of existing bridge with tunnel to the south • No lane reductions on existing bridge during construction • Demolish existing bridge

Replacement Tunnel – RT1, RT2

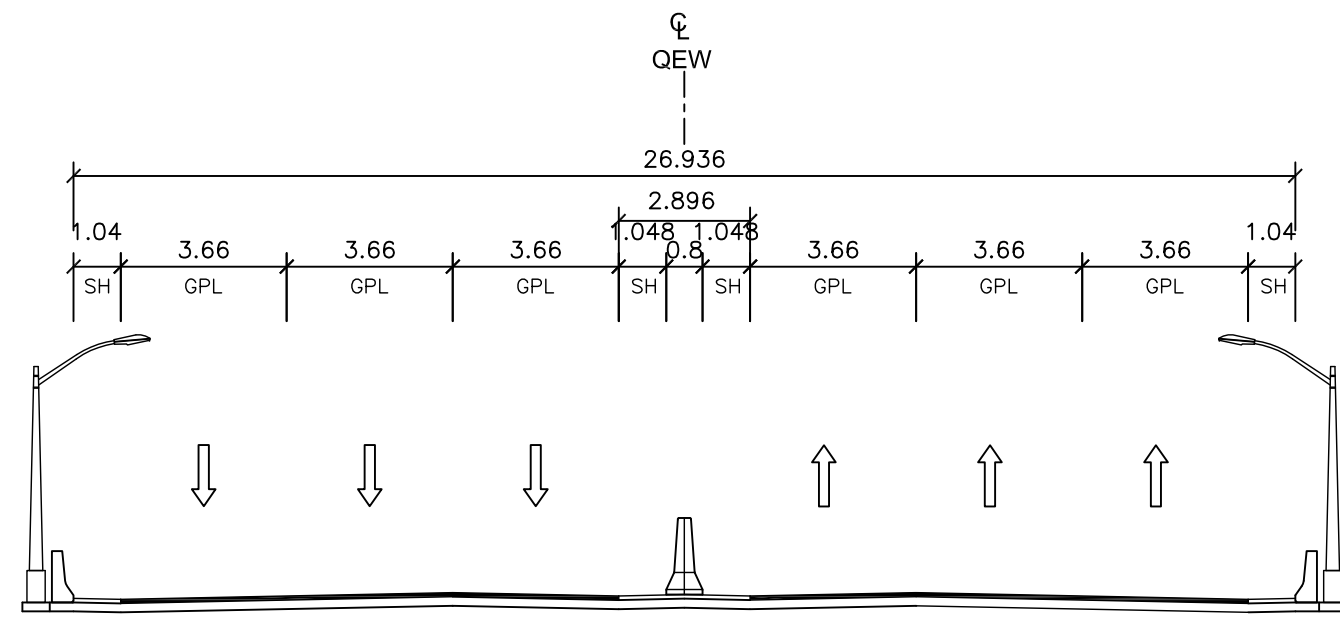
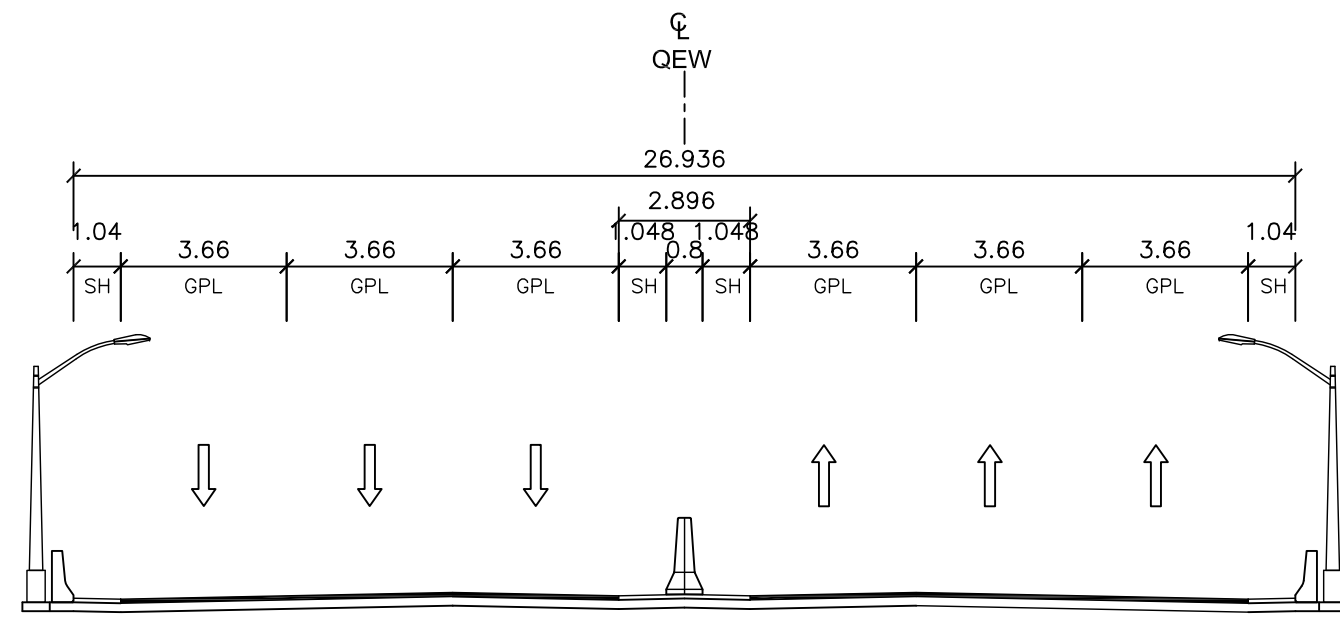
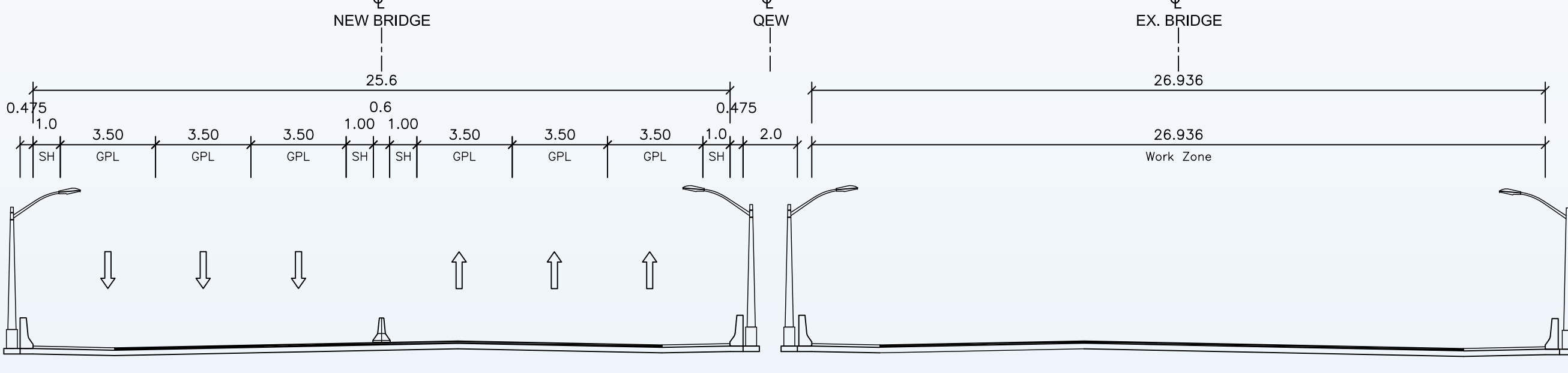
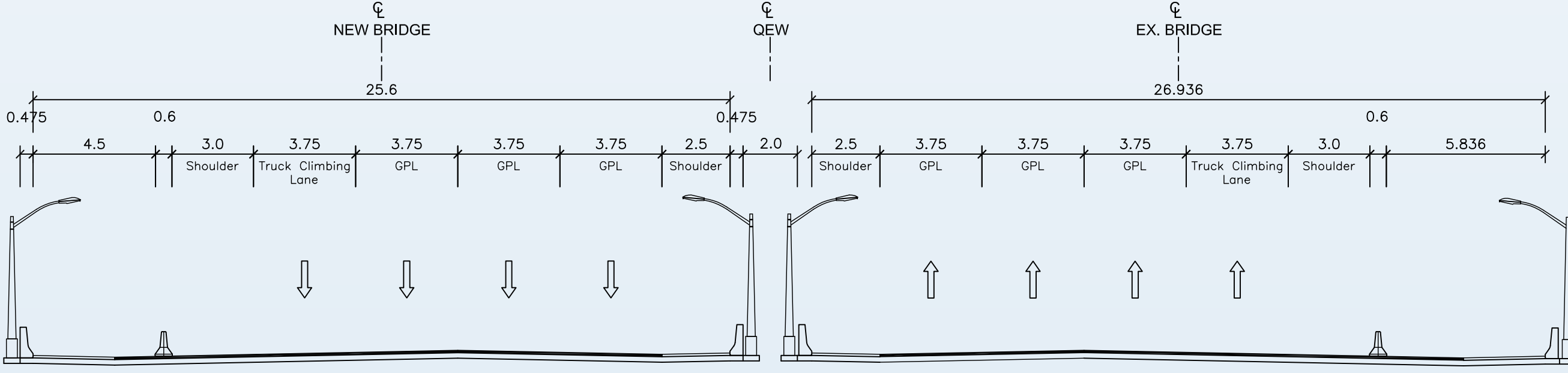
Pros:

- Relatively low tunnel maintenance requirements
- No maintenance of any bridge required
- Good land use opportunities
- Improved highway geometry

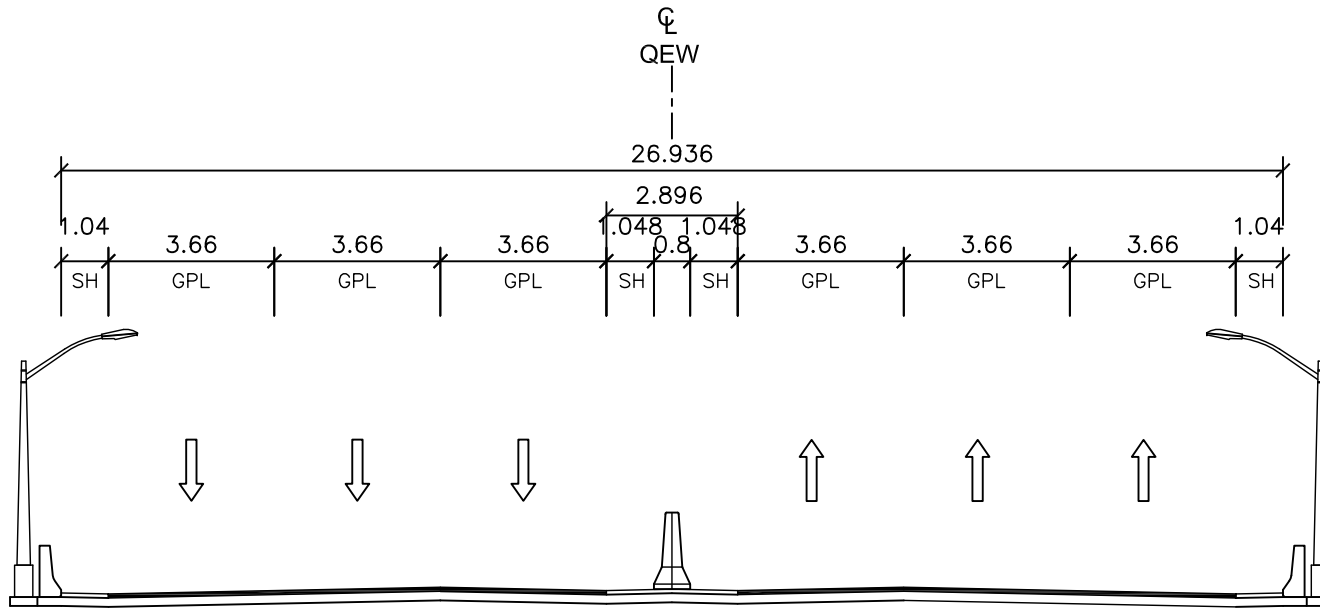
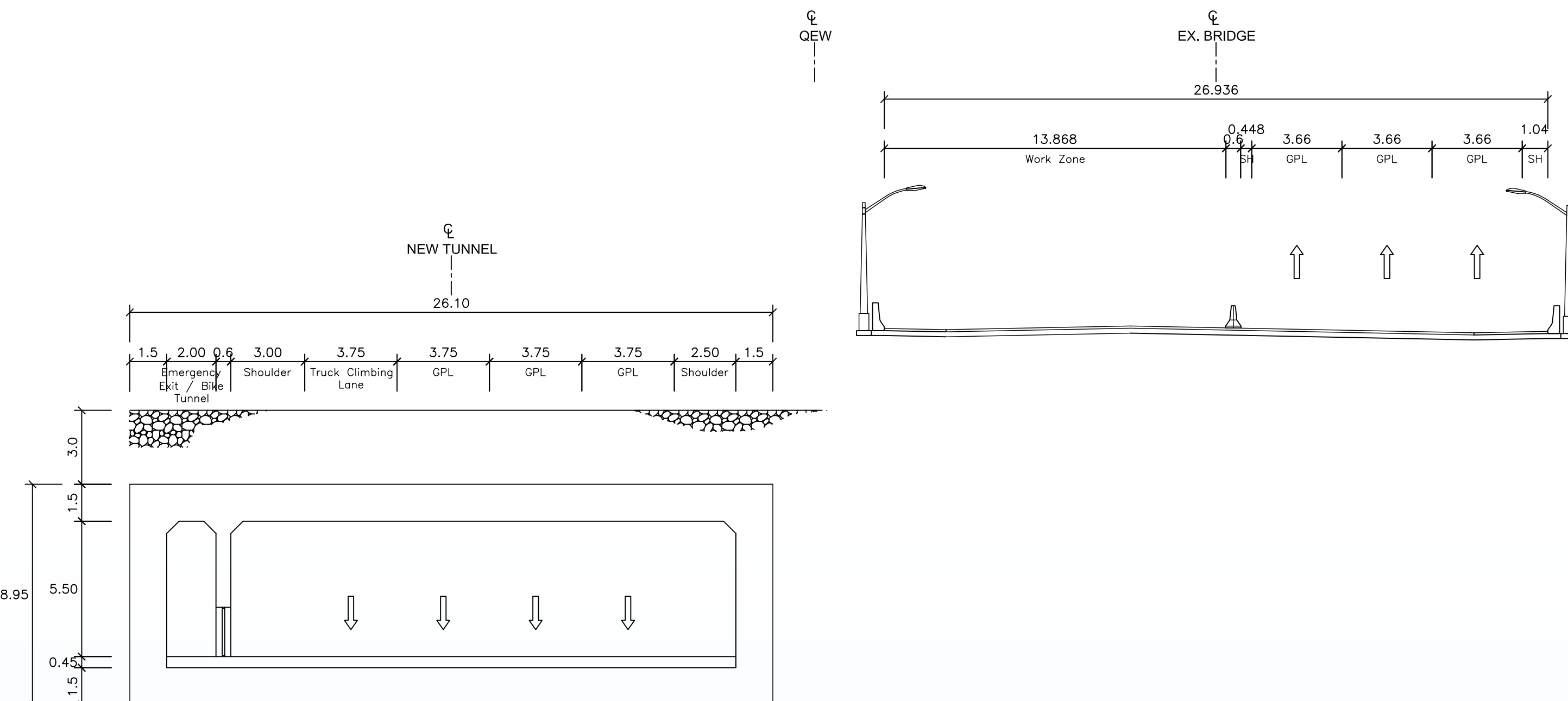
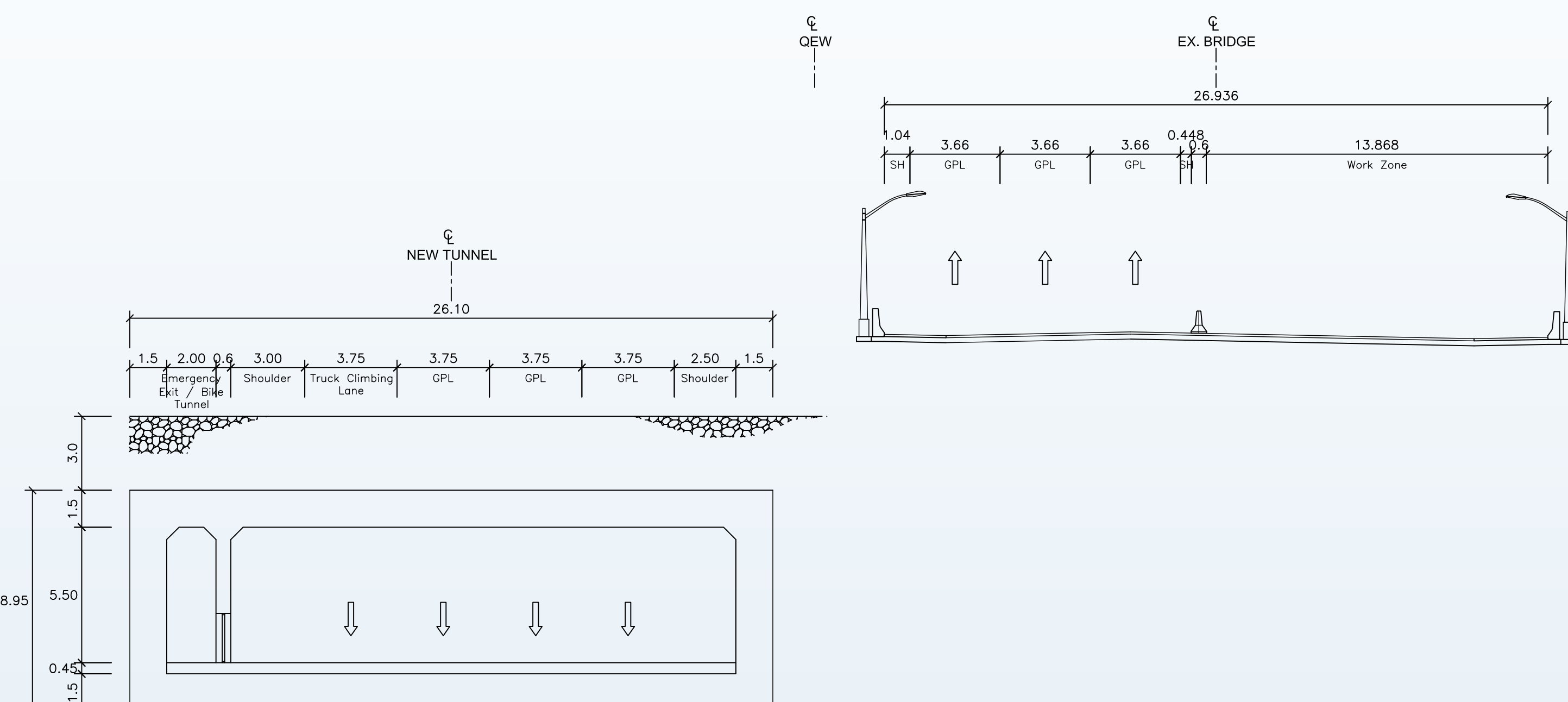
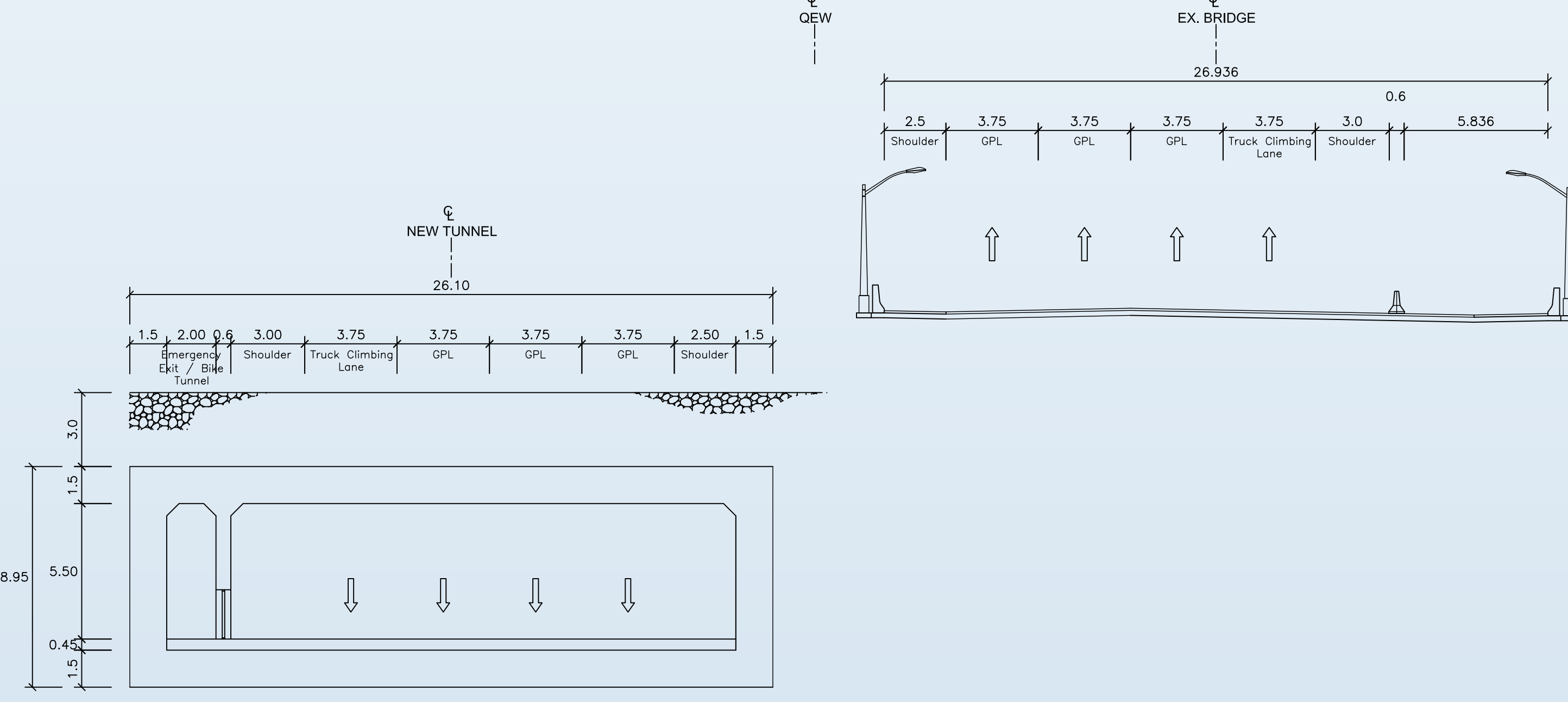
Cons:

- High cost
- Footprint impacts
- Loss of heritage bridge
- Large volume of excavated materials to manage

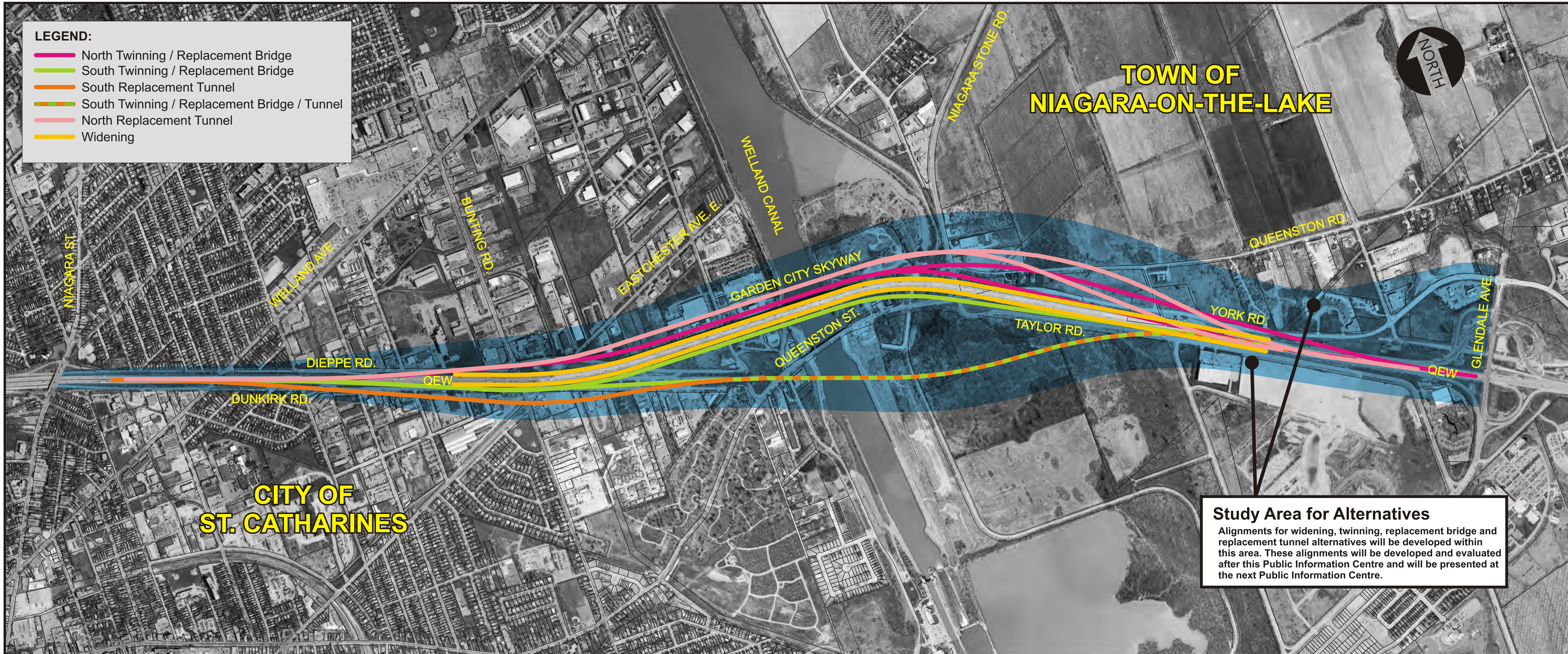
SCREENED OUT ALTERNATIVES – 1

	Rationale for Not Carrying Forward for Further Consideration
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 20px;"> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Existing Conditions</p>  </div> <div> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Rehabilitated Structure</p>  </div> </div>	<p><u>E1, E2, E3, E4 - Rehabilitation without Widening</u></p> <ul style="list-style-type: none"> • Does not satisfy operational & safety needs (i.e. no Truck Climbing Lanes and no shoulder improvements) • Long period of traffic disruption during staging • Insufficient lane widths during construction (E2) • Very long construction duration (E3) • Structural limitations of existing bridge (E4)
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 20px;"> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Rhab Phase</p>  </div> <div> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Twinned Bridges</p>  </div> </div>	<p><u>NT1, ST1 – Twin with 1-Stage Rehabilitation</u></p> <ul style="list-style-type: none"> • Provides benefits similar to NT2 - ST2 (2-Stage rehabilitation), except more costly • Can widen new bridge in the future if needed for staging

SCREENED OUT ALTERNATIVES – 2

	<p>Rationale for Not Carrying Forward for Further Consideration</p>
<p>Existing Conditions</p>  <p>Phase 1</p>  <p>Phase 2</p>  <p>Tunnel and Bridge</p> 	<p>NT3, ST3 – Twin with a Tunnel</p> <ul style="list-style-type: none"> • Not cost-effective • Technical challenge with crossing roads • Benefits of a tunnel not fully realized • Large footprint • Benefits of lower tunnel maintenance requirements offset by ongoing maintenance of existing bridge

STUDY AREA FOR ALTERNATIVES & PRELIMINARY ALIGNMENTS



NEXT STEPS

Following this PIC, the Project Team will carry out the following activities:

- Review the comments received and respond to any questions;
- Undertake additional consultation with external agencies and municipalities;
- Refine alignments for alternatives;
- Complete the analysis and evaluation of the alternatives and select the preferred alternative; and
- Hold a second PIC in Fall 2011 to present and receive input on the results of the evaluation process and the preferred alternative.

PLEASE COMPLETE A COMMENT SHEET

Would you like to be included on the study mailing list? Do you have questions or comments regarding the study? Please let us know your thoughts by completing a Comment Sheet.

Completed sheets can either be dropped in the box provided or submitted by mail or email to either of the following Project Team members:

Mr. Bill Cung, P. Eng.

Project Manager

Ontario Ministry of Transportation

1201 Wilson Avenue

Building D, 4th Floor

Downsview, ON M3M 1J8

Phone: (416) 235-3434

E-mail: project-team@qewgcs.ca

Mr. Michael Chiu, P. Eng.

Consultant Project Manager

McCormick Rankin Corporation

2655 North Sheridan Way

Mississauga, ON L5K 2P8

Toll Free: 1-877-562-7947

Phone: (905) 823-8500

E-mail: project-team@qewgcs.ca

Please provide comments by Wednesday, April 13, 2011.

Thank you for attending!

Information presented today will also be available online at:

www.qewgcs.ca

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY

Information collected during this study will be used to assist the Ministry of Transportation (MTO) in meeting the requirements of the Environmental Assessment Act. This material will be maintained on file for use during the study and may be included in study documentation. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. You are encouraged to contact the MTO Project Team if you have questions or concerns regarding the information presented.

APPENDIX D:
NEWSPAPER ARTICLE

■ GARDEN CITY SKYWAY: Province to study options and alternatives for aging bridge

The Standards (St. Catharines)

Dec 14, 2010

Repair, replace, expand — or tunnel under canal

MATTHEW VAN DONGEN
Standard Staff

And you thought replacing the Burgoyne Bridge was a big deal.

The province will begin studying possible alternatives to the massive Garden City Skyway as part of an environmental assessment by McCormick Rankin Corp. announced late last week.

The study is meant to "determine a long-term strategy to address the structural and traffic safety needs" of the 47-year-old high-level bridge across the Welland Canal, according to Ministry of Transportation spokeswoman Emna Dhahak.

She said the study, which won't be finished until at least late 2012, will evaluate "all feasible alternatives" for the 5.6-kilometre bridge that soars nearly 38 metres at its highest point to allow unimpeded shipping traffic below.

Dhahak couldn't say Monday what some of those alternatives might be.

Decades ago, provincial planners pitched a tunnel to replace the bridge when it appeared a new "fifth canal" — a proposed superlock that was never built — would render the skyway obsolete.

More recently, an environmental assessment studying the



The province will study alternatives to the 47-year-old Garden City Skyway.

BOB TYMCZYSZYN Standard Staff

potential to extend GO Train service to Niagara Falls suggested it would cost about \$1 billion to

build a rail-friendly bridge or tunnel across the canal.

Tunnel fans shouldn't get too excited yet, however. see **ALTERNATIVES** page A7

ALTERNATIVES

Skyway 'not in that bad a shape,' director says

FROM PAGE A1

"Alternatives" might just as easily mean twinning, expansion or plain old repairing the existing structure, noted Joe Cousins, transportation director for Niagara Region.

The Region is studying potential transportation infrastructure changes near the Glendale QEW interchange in conjunction with the provincial environmental assessment, Cousins said. He suggested the provincial study is part of "responsible, long-range" planning for the QEW corridor that may have more to do with future traffic congestion than the need for a new bridge.

"The actual bridge is not in that bad a shape," he said, noting the province has been making significant repairs to the structure on-and-off over the last decade. For example, about \$35 million in structural repairs

between 2000 and 2002 was meant to extend the lifespan of the bridge by 20 years.

The Garden City Skyway also has an older sibling still safely passing traffic just down the QEW. Half of the current James N. Allan Skyway across Burlington Bay was built in 1958, and later twinned.

The St. Lawrence Seaway Management Corp. doesn't have a "stated preference" on possible alternatives or changes to the existing skyway, said spokesman Andrew Bogara, although the canal administrator may provide "input" for the EA if required.

Public information centres will be held for residents to ask questions or comment on the study, but no meeting dates have been set yet.

The province will post information about the study at www.qewgcs.ca.

APPENDIX E:

COMMENT-RESPONSE TABLE

SUMMARY OF AGENCY/STAKEHOLDER CORRESPONDENCE - PIC#1

Agency/Stakeholder	Comments Received	Action
Provincial Agencies		
Ministry of Natural Resources Guelph District Niagara Area Office	The following comment was received via email on March 24, 2011: We do not plan on attending this information session. We have provided your consultants with input into background information for consideration and regulatory aspects of the project. If you have any outstanding questions or concerns regarding fish and wildlife impacts please direct them to myself. If you have any specific SAR questions please direct them to karine.beriault@ontario.ca	Feedback noted, no response required. Species at Risk (SAR) contact added to email contact list.
Ministry of Tourism and Culture Programs and Services Branch Culture Services Unit	The following comment was received via email on April 1, 2011: The Ministry of Tourism and Culture (MTC) received a Notice of Public Information Centre #1 for the project mentioned above. As part of the Class Environmental Assessment process, MTC has an interest in conserving cultural heritage resources including: <ul style="list-style-type: none"> • archaeological resources; • built heritage resources; and • cultural heritage landscapes. Would you kindly revise your circulation list to send future notices and correspondence to: Tamara Anson-Cartwright, Heritage Advisor Ministry of Tourism and Cultural Programs and Services Branch Culture Services Unit 401 Bay Street, 17th Floor Toronto, Ontario M7A 0A7	The following response was sent via email on April 21, 2011: Thank you for the feedback. As requested, future notices and correspondence will be sent to Tamara Anson-Cartwright. MTC's interests are noted. As was noted in the study commencement notification sent to MTC, the following archaeological and cultural heritage and documentation will be completed as part of this study: <ul style="list-style-type: none"> - Stage 1 Archaeological Assessment (New Directions Archaeology) - Cultural Heritage Evaluation Report for the QEW Garden City Skyway (Golder Associates) - Cultural Heritage Existing Conditions Report (Unterman McPhail Associates) - Cultural Heritage Assessment Report (Unterman McPhail Associates) For your information, a copy of the March 30, 2011 Public Information Centre display boards is available online at: http://www.qewgcs.ca/qewgcs/events.asp Should MTC require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team via email at project-team@qewgcs.ca . <i>Note: Tamara Anson Cartwright cc'd on the response.</i>
Ministry of Aboriginal Affairs	The following feedback was received in a letter dated April 29, 2011: Thank you for your inquiry dated March 14, 2011 regarding the above-noted project. As a member of the government review team, the Ministry of Aboriginal Affairs (MAA) identifies First Nation and Métis communities who may have the following interests in the area of your project: <ul style="list-style-type: none"> • reserves; • land claims or claims in litigation against Ontario; • existing or asserted Aboriginal or treaty rights, such as harvesting rights; or • an interest in your project's potential environmental impacts. MAA is not the approval or regulatory authority for your project, and receives very limited information about projects in the early stages of their development. In circumstances where a Crown-approved project may negatively impact a claimed Aboriginal or treaty right, the Crown may have a duty to consult the Aboriginal community advancing the claim. The Crown often delegates procedural aspects of its duty to consult to proponents. Please note that the information in this letter should not be relied on as advice about whether the Crown owes a duty to consult in respect of your project, or what consultation may be appropriate. Should you have any questions about your consultation obligations, please contact the appropriate ministry. You should be aware that many First Nations have or assert rights to hunt and fish in their traditional territories. For First Nations, these territories typically include lands and waters outside of their reserves. In some instances, project work may impact aboriginal archaeological resources. If any Aboriginal archaeological resources could be impacted by your project, you should contact your regulating or approving Ministry to inquire about whether any additional Aboriginal communities should be contacted. Aboriginal communities with an interest in archaeological resources may include communities who are not presently located in the vicinity of the proposed project. Additional details about your project or changes to it that suggest impacts beyond what you have provided to date may necessitate further consideration of which Aboriginal communities may be affected by or interested in your undertaking. If you think that further consideration may be required, please bring your inquiry to whatever government body oversees the regulatory process for your project. The information upon which the above comments are based is subject to change. First Nation or Métis communities can make claims at any time, and other developments can occur that could result in additional communities being affected by or interested in your undertaking.	Feedback noted, no response required. <i>Note: Potentially interested Aboriginal communities have been sent study notification.</i>
Municipal		
Niagara Region Public Works Committee	<i>Note: On February 18, 2011 a letter was sent to the Niagara Region Public Works Committee to provide project information in advance of PIC#1 and to offer a presentation to Council.</i> <i>The following is Item 46 of the March 8, 2011 Public Works Committee Meeting Notes:</i> QEW Garden City Skyway	Feedback noted. Follow-up with the Clerk's Department confirmed that no further direction was provided at the March 8, 2011 committee meeting and suggested that any follow-up would be completed by Public Works staff. As no follow-up correspondence was received it is understood that a presentation is not required. The following response was sent via email on August 26, 2011: Thank you for sharing your comments regarding the QEW Garden City Skyway Class Environmental Assessment. The Project Team has reviewed the information

SUMMARY OF AGENCY/STAKEHOLDER CORRESPONDENCE - PIC#1

Agency/Stakeholder	Comments Received	Action
	<p><u>Class Environmental Assessment</u> PWC 20-2011 Moved by Councillor Martin Seconded by Councillor Lepp That Correspondence Item PWC 20-2011, a letter from Michael Chiu, Consultant Project Manager, McCormick Rankin Corporation (dated February 18, 2011) respecting the QEW Garden City Skyway Class Environmental Assessment; be received for information.</p> <p><u>Email comment received May 13, 2011:</u> Regional staff has reviewed the information provided from the Public Information Centre No. 1 for the QEW Garden City Skyway Class Environmental Assessment Study. The Ontario Ministry of Transportation (MTO) has undertaken this study to address the structural, traffic safety and operational needs of the QEW crossing of the Welland Canal. Regional staff offers the following comments to assist MTO in completing the study.</p> <p><u>General</u> The relevant policies and mapping in the Niagara Region Policy Plan should be addressed in an Environmental Assessment. It should be noted that mapping in the existing St. Catharines and Niagara-on-the-Lake Official Plans does not reflect current Regional and Provincial mapping. Most of the local Official Plans in Niagara are currently being updated to conform with the Niagara Region Policy Plan or with Provincial Plans, policies or mapping. The Niagara Region Policy Plan including the Region's environmental Policies and Core Natural Heritage Map can be found on Niagara Region's website at www.niagararegion.ca/living/icp/policy-plan.aspx. Development Services staff can provide more detailed mapping and policy guidance for the project.</p> <p><u>Greenbelt Plan</u></p> <p>Part of the study area is identified as within the St. Catharines Urban Area. Lands to the west of Airport Road and north of the QEW and west of Homer Road and south of the QEW are in the Greenbelt Plan, and are identified as Protected Countryside.</p> <p><u>i) Infrastructure</u></p> <p>The Greenbelt Plan permits new infrastructure within the Protected Countryside provided it supports agriculture, recreation, and tourism, rural settlement areas, resource use or the rural economic activity or it provides for appropriate infrastructure connections among urban growth centres. Planning, design and construction practices shall minimize the amount of the Greenbelt occupied by infrastructure and the negative impacts and disturbance of the existing landscape. In addition, new infrastructure shall avoid key natural heritage features or key hydrologic features unless need has been demonstrated and it has been established that there is no reasonable alternative. It should be noted that watercourses and water bodies within the Greenbelt portion of the study area may meet the definition of key hydrological features in the Greenbelt Plan.</p> <p><u>ii) Natural Heritage System</u></p> <p>The Greenbelt Plan places an importance on maintaining, or where possible, enhancing the connectivity between key natural heritage features and key hydrologic features to facilitate the movement of native plants and animals across the landscape. These policies are also reflected in the Niagara Region Policy Plan. Land west of Homer Road and south of the QEW are identified as part of the Natural Heritage System.</p> <p><u>Growth Plan for the Greater Golden Horseshoe</u></p> <p>Places to Grow, the Provincial Growth Plan for the Greater Golden Horseshoe, identifies Downtown St. Catharines as an Urban Growth Centre. As set out in the Plan the area will be planned to accommodate a significant share of population and employment growth. In addition, the area is to accommodate and support major transit infrastructure.</p> <p>It should be noted that under Places to Grow the expansion of the Urban Area Boundary in St. Catharines is not permitted. Also most of the urban area has already been developed. It is envisioned that most development in the future will take place through intensification. Therefore, the land in the urban area is valuable and care should be given to its use.</p> <p><u>Niagara Region Policy Plan</u></p> <p>There are a number of different policies in the Niagara Region Policy Plan that would apply to development and site alteration within the study area. It should be noted that in the Niagara Region Policy Plan development includes infrastructure. The Plan states that where multiple policies apply, these are to be applied in either a cumulative or integrative manner, such that all of the policies that relate to a matter are addressed, with the more specific or restrictive policy applying where there are conflicts.</p> <p><u>i) Urban Area</u></p> <p>Part of the study area is designated Urban Area according to the Niagara Region Policy Plan. Transportation corridors, as shown in the Niagara Region Policy Plan, are intended to be the focus for moving people and goods within and through the Region.</p>	<p>provided and will consider this in the evaluation process.</p> <p>Note that the Region has provided the Project Team with updated mapping, and this is being employed in our evaluation process.</p> <p>Also, the Garden City Skyway and Glendale/QEW/405 Project Teams are in contact with one another and have met to discuss the two studies.</p>

SUMMARY OF AGENCY/STAKEHOLDER CORRESPONDENCE - PIC#1

Agency/Stakeholder	Comments Received	Action
	<p><i>ii) Transportation</i></p> <p><i>The Niagara Region Policy Plan contains policies that support opportunities for multimodal use, specifically a higher priority will be given to transit and goods movement needs over those of single occupant automobiles. In addition, trails for the Niagara Region Bicycling Network are located within the study area. Please see enclosed mapping for the locations of the trails. We note that trails are planned for the east side of the Welland Canal.</i></p> <p><i>It should be noted that the QEW Skyway is a significant corridor with respect to the movement of traffic through the City of St. Catharines and Niagara Region. As such, it is important that traffic flow into and out of the City and through the Region is not impacted.</i></p> <p><i>iii) Agriculture</i></p> <p><i>Part of the study area is located within the Unique Agricultural Areas (Good Tender Fruit and Good Grape Areas) identified in the Niagara Region Policy Plan. The Niagara Region Policy Plan permits transportation facilities of a linear nature within Unique Agricultural Areas provided that they are located so as to minimize the effects on surrounding agricultural lands.</i></p> <p><i>iv) Natural Heritage</i></p> <p><i>It is noted that there are Core Natural Heritage System components within the study area. The Core Natural System components consist of:</i></p> <ul style="list-style-type: none"> <i>• Core Natural Areas, classified as either Environmental Protection Areas or Environmental Conservation Areas;</i> <i>• Potential Natural Heritage Corridors connecting the Core Natural Areas;</i> <i>• the Greenbelt Natural Heritage and Water Resources Systems; and</i> <i>• Fish Habitat.</i> <p><i>Please see enclosed mapping for the location of each Core Natural Heritage System component.</i></p> <p><i>The Niagara Region Policy Plan provides that essential public uses of a linear nature may be permitted within the Core Natural Heritage System where an EA has been approved under Provincial or Federal legislation. Nevertheless, planning for an MTO project should have regard for the objectives and policies of the Niagara Region Policy Plan.</i></p> <ul style="list-style-type: none"> <i>• Environmental Protection Area</i> <p><i>An Environmental Protection Area, as designated in the Niagara Region Policy Plan, is located within the study area. It has been identified due to the presence of a significant woodland. Policy 7.B.1.11 states that development is not permitted except for specific uses. Development may be permitted on adjacent land if it has been demonstrated that there will be no negative impact.</i></p> <ul style="list-style-type: none"> <i>• Environmental Conservation Area</i> <p><i>Seven Environmental Conservation Areas, as designated in the Niagara Region Policy Plan, are located within the study area. They have been identified due to the presence of significant woodlands. Further, some of the areas have been flagged as potentially containing species at risk. Policy 7.B.1.11 states that development may be permitted within and on adjacent lands if it has been demonstrated that there will be no negative impact.</i></p> <ul style="list-style-type: none"> <i>• Fish Habitat</i> <p><i>The Welland Canal and associated watercourses are located within the study area. The Regions' Core Natural Heritage Map identifies the Canal and watercourses as Fish Habitat (identified by the Ministry of Natural Resources as a Type 2 (Important) Fish Habitat and Marginal Type 3 Fish Habitat due to the presence of sensitive species or habitat during certain times of the year. It should be noted that where there is a line going through a water body, on the enclosed mapping, the entire water body is designated as Fish Habitat Policy 7.B.1.15 states that development and site alteration may be permitted within or adjacent to Fish Habitat if it will result in no net loss of the productive capacity of the fish habitat. The Niagara Peninsula Conservation Authority (NPCA) should be consulted with respect to the impacts.</i></p> <ul style="list-style-type: none"> <i>• Water Resources</i> <p><i>With respect to the surface water features, the Niagara Region Policy Plan (Policy 7.A.2.1) states that development shall only be permitted if it will not have negative impacts on water resources. The Policy lists the impacts of concern. It is suggested that the NPCA be contacted to review the impact of all the design approaches during the evaluation process.</i></p> <ul style="list-style-type: none"> <i>• Highly Vulnerable Aquifer Area</i> <p><i>The Niagara Peninsula Conservation Authority (NPCA), through its work on Source Protection Planning, has identified that the study area is located within a Highly Vulnerable Aquifer area. As such, the NPCA should be contacted to evaluate the impact of the design alternatives on groundwater recharge.</i></p>	

SUMMARY OF AGENCY/STAKEHOLDER CORRESPONDENCE - PIC#1

Agency/Stakeholder	Comments Received	Action
	<p><i>Existing Regional Services</i></p> <p><i>It should be noted that there are Regional services located within the study area. Please see enclosed mapping for the locations of the Regional roads and Regional water and wastewater infrastructure. The Region would like to be kept informed of the interaction between Regional roads and any bridge design alternatives. Also manhole thirteen is used by the Region as a supernatant disposal site and flushing siphon. Regional staff advise that access to the manhole needs to be maintained. It should be noted that the enclosed mapping does not reflect a new watermain that is currently being constructed along Bunting Road under the QEW.</i></p> <p><i>Current Studies/Plans</i></p> <p><i>An Environmental Assessment (Glendale/QEW/405) is being undertaken adjacent to the study area. Regional staff advise that some of the study area for the Glendale QEW/405 EA overlaps with the area for this study. It is anticipated that the study will be completed by the end of this year. In addition, a secondary plan (Glendale Secondary Plan) that is being undertaken includes some of the study area. Please refer to enclosed mapping from the Secondary Plan for the included area. The type of development primarily planned for the area will include commercial and residential use. It is anticipated that the Secondary Plan will be submitted to the Region for approval in June 2011 and, as such, some modifications may be made to areas within the Secondary Plan.</i></p> <p><i>Future Development Potential</i></p> <p><i>We note that commercial development and mixed-use development are planned within the study area. The commercial development, a Smart Centre, is approved for the north side of the QEW between Bunting Road and Neilson Avenue. The mixed use development, Niagara-on-the-Green, is proposed for the south side of the QEW adjacent to the South Service Road between Homer Road and Taylor Road. It is suggested that the potential impact from the developments be considered during the background review.</i></p> <p><i>Conclusion</i></p> <p><i>In summary, Regional staff request that the above noted comments are addressed during the completion of the study. If you have any questions or wish to discuss these comments, please contact Mark Johnson, Planner, or Don Campbell, Manager, Development Initiatives.</i></p>	
Niagara-on-the-Lake Town Council	<p><i>Note: On March 3, 2011 a letter was sent to the Niagara-on-the-Lake Town Council to provide project information in advance of PIC#1 and to offer a presentation to Council.</i></p> <p>The following response from the Town Clerk was received in a letter dated March 22, 2011:</p> <p>Thank you for your letter dated March 3, 2011, which provided Council with the details of the Class Environmental Assessment for the Queen Elizabeth Way.</p> <p>Please be advised Council received a copy of your letter in the Town's Information Package for their review and comment, and at this time, a presentation is not required at the April 11 Council meeting.</p>	Feedback noted, no response required.
St. Catharines City Council	<p><i>Note: On March 3, 2011 a letter was sent to the St. Catharines City Council to provide project information in advance of PIC#1 and to offer a presentation to Council.</i></p> <p>The following response from the Clerks Division was received via email on March 18, 2011:</p> <p>I forwarded the attached letter to the Transportation and Environmental Services (TES) department. Since this project is in the very early stages, at this point in time, TES has said we do not require a presentation to Council.</p>	Feedback noted. Response sent on March 18, 2011 to confirm that the feedback was received.
Town of Niagara-on-the-Lake Director of Public Works	<p>The following comment was received via fax on April 11, 2011:</p> <ol style="list-style-type: none"> Based on the Alignment alternatives, the relocation of the travel information centre appears to be inevitable. Consideration should be given to relocating this facility to the Glendale Interchange with access provisions for both directions of travel on the QEW. The Garden City Skyway provides unique views of the landscape that is Niagara-on-the-Lake. These would be lost with the tunnel option. Information and directional sign placement is currently less than adequate for Niagara bound traffic. This should be a consideration in review of the options. The study limits fall within the study limits of the Glendale/QEW.405 Planning Study EA currently underway by the Region of Niagara. The impacts of the alternatives on interchange configurations, particularly with respect to ramp design, should be considered. 	<p>The following response was sent via email on May 13, 2011:</p> <p>Thank you for sharing your comments regarding the QEW Garden City Skyway Class Environmental Assessment.</p> <p>Several of the alternatives under consideration would displace the existing Travel Information Centre (TIC). The Project Team has been consulting with the Ministry of Tourism of Culture (MTC) regarding the TIC and will consider impacts to the facility as part of the evaluation of alternatives. If the facility is impacted by the preferred alternative, the Project Team, in consultation with MTC, will develop mitigation and/or relocation plans. Your preference for relocating the TIC to the Glendale interchange is noted.</p> <p>Your feedback regarding the views from the Garden City Skyway is noted.</p> <p>Signing requirements will depend, in part, on the nature of the preferred alternative. Signing will be considered as part of the preliminary design phase of this study; however, specific signing plans will be developed as part of subsequent design studies.</p> <p>The QEW Garden City Skyway Project Team is aware of the Region's ongoing Glendale/QEW/405 study and will coordinate with that study as appropriate.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team via email at project-team@qewgcs.ca.</p>

SUMMARY OF AGENCY/STAKEHOLDER CORRESPONDENCE - PIC#1

Agency/Stakeholder	Comments Received	Action
Niagara Region	<p>The following comment was received via website comment submission form on June 10, 2011:</p> <p>Please add me to your contact list. I am interested with respect to any impacts to Region of Niagara water and wastewater infrastructure</p>	<p>Added to email contact list. The following response was sent via email on August 25, 2011:</p> <p>Thank you for your email and interest in the QEW Garden City Skyway Class Environmental Assessment. As requested, you will receive project updates via email.</p> <p>The Niagara Region Public Works Committee has provided some feedback regarding this project, including mapping of water and wastewater infrastructure, and that feedback is being considered as part of the evaluation of alternatives.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team via email at project-team@qewgcs.ca.</p>
St. Catharines	<p>The following comment was received via website comment submission form on June 30, 2011:</p> <p>Please add me to the mailing/contact list.</p>	<p>Added to email contact list. The following response was sent via email on August 25, 2011:</p> <p>Thank you for your interest in the QEW Garden City Skyway Class Environmental Assessment. As requested, you will receive project updates via email.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team via email at project-team@qewgcs.ca.</p>
Emergency Services		
Niagara Health System	<p>Comment sheet submitted at PIC.</p> <ul style="list-style-type: none"> - Would appreciate being provided with study updates, including alternatives. - Would like to ensure there is no to little impact on ambulance traffic to construction delays 	<p>Added to email contact list. The following response was sent via email on April 21, 2011:</p> <p>Thank you for interest in the QEW Garden City Skyway and for sharing your comments during the first Public Information Centre. As requested, you will receive project updates via email.</p> <p>Your feedback regarding avoiding or minimizing impacts to ambulance traffic during construction is noted. Although the preferred alternative has not been identified yet, potential traffic operations impacts are included in the evaluation of alternatives and will be minimized during construction. Your feedback has been noted and will be a consideration as the project team reviews the alternatives and identifies the potential impacts and proposed mitigation for the preferred alternative.</p>
Utilities		
Enbridge Pipelines Inc.	<p>The following comment was received via email on March 18, 2011:</p> <p>I am in receipt of the subject Notice of Public Information regarding the Garden City Skyway – QEW. Enbridge Pipelines Inc. does not have any facilities in the identified assessment area.</p> <p>Enbridge Pipelines Inc. and Enbridge Gas Distribution Inc. are two separate companies and EGD does service this area.</p> <p>If you require any additional information pertaining to Enbridge Pipelines Inc. please let me know.</p> <p>The following response was received via email on March 22, 2011:</p> <p>Enbridge Pipelines inc does not have any facilities in the project area. Enbridge Gas will have facilities in the area. Please contact Enbridge Gas to confirm their facilities.</p>	<p>The following response was sent via email on March 22, 2011:</p> <p>Thank you for your feedback.</p> <p>The study area extends both north and south of the QEW between Niagara Street and Glendale Avenue – please see the attached study area plan (PDF). It would be greatly appreciated if you could review the attached plan and reconfirm whether or not Enbridge Pipelines Inc. has any facilities within the study area.</p> <p><i>Note: Enbridge Gas Distribution is already on the project contact list.</i></p> <p>The following response was sent via email on March 23, 2011:</p> <p>Thank you for the confirmation. As Enbridge Pipelines Inc. does not have any facilities within the study area we will remove you from our contact list.</p>
Public		
Residents of St. Catharines	<p>Comment sheet submitted at PIC. Indicated that concerns include:</p> <ul style="list-style-type: none"> - Noise control - Property value - Property damage – consideration of age of residences/structures <p>Indicated that email as the preferred method of correspondence. Noted that no response is required.</p>	<p>Feedback noted, no response required.</p> <p>Added to email contact list.</p>
Resident of St. Catharines	<p>Comment sheet submitted at PIC. Requested a hardcopy of the PIC displays and indicated that mail is the preferred method of correspondence.</p> <p>The contact contacted Bill Cung (MTO) by phone on April 18, 2011. She mentioned that she has not received a hardcopy of the PIC displays, and requested a copy be sent by mail.</p> <p>The following feedback was received via email on April 18, 2011:</p> <p>I filled out the comment sheet requesting a hard copy of the Public Information Centre No. 1; QEW Garden City Skyway Class Environmental Assessment. One of the MTO representatives mentioned that I would receive the copy within 14 days.</p> <p>A follow-up call to Mr. Bill Cung on Monday April 18; Project Manager regarding not having received the hard copy...he mentioned the copy was sent on March 31, 2010.</p> <p>A further call today verifying that a second hard copy has been sent on Monday April 18.</p>	<p>Added to mailing contact list.</p> <p>Hardcopy of PIC displays was mailed to the contact on March 31, 2011.</p> <p>An additional hardcopy of the PIC displays was mailed to the contact on April 20, 2011.</p> <p>The following response was sent via email on April 21, 2011:</p> <p>Thank you for your email and interest in the QEW Garden City Skyway Class Environmental Assessment.</p> <p>As requested on your comment sheet, a hardcopy of the March 30, 2011 Public Information Centre (PIC) displays was mailed to you on March 31, 2011. It is unfortunate that you did not receive that package. Another hardcopy was mailed to you yesterday (April 20, 2011) and as a result it is anticipated that you will receive the hardcopy next week. If by late next week you still have not received the hardcopy please let us know.</p> <p>A copy of the PIC displays is available online via the Meetings & Events page of the project website (www.qewgcs.ca). You may wish to review the displays online while you wait for the hardcopy. Please click here to view the displays.</p>
Resident of St. Catharines	<p>Comment sheet submitted at PIC. Noted preference for notification via regular mail. Comments provided:</p> <p>Bridge has no heritage value. It is an eyesore. Widening the existing bridge makes it a bigger eyesore. The canal was more scenic before the bridge. A tunnel has the appeal of being invisible to those who wish to enjoy the beauty of wine country.</p> <p>I am not convinced there is a capacity problem. If the Mid-Peninsula Highway is completed that will relieve traffic on the skyway. The current bridge can have life-expectancy extended until the province has enough money for a proper long term solution.</p>	<p>Added to mailing contact list. The following response was sent by mail on April 25, 2011:</p> <p>Thank you for attending the Public Information Centre (PIC) and for providing your feedback. Your opinion regarding the heritage value and visual appeal of the bridge and your preference for a tunnel are noted.</p> <p>In response to your comment regarding capacity, we would like to clarify that the Ministry of Transportation has not suggested that there are existing capacity problems at the QEW Garden City Skyway nor has the suggestion been made that capacity problems are anticipated in the future.</p>

SUMMARY OF AGENCY/STAKEHOLDER CORRESPONDENCE - PIC#1

Agency/Stakeholder	Comments Received	Action
		<p>As was noted at the PIC, the Ministry of Transportation is undertaking the Niagara to GTA (NGTA) Corridor Planning and Environmental Assessment Study to examine transportation problems and opportunities, and consider alternative solutions in the Niagara, Hamilton and Halton areas. The Garden City Skyway is located within the NGTA study area. NGTA project details are available at: www.niagara-gta.com. The NGTA study has recommended a new east-west highway connecting Highway 406 in the Welland area to the QEW between Highway 420 and Fort Erie, to address future transportation capacity demands.</p> <p>For your information, a copy of the March 30, 2011 Public Information Centre display boards is available online at: http://www.qewgcs.ca/qewgcs/events.asp</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team via email at project-team@qewgcs.ca.</p>
Resident of St. Catharines	<p>Comment received via website comment submission form on March 31, 2011. Noted preference for notification via email.</p> <p>Comments provided:</p> <p>Please include me in the distribution of future notices, correspondence for this project. A stacked tunnel arrangement should also be considered given the potential for reduced excavation and reduced overall structure costs from savings in material quantities and more efficient structural behaviour. The approaches would likely still require less length than for a bridge.</p>	<p>Added to email contact list. The following response was sent via email on April 21, 2011:</p> <p>Thank you for interest in the QEW Garden City Skyway and for sharing your comments. As requested, you will receive project updates via email.</p> <p>Your suggestion of considering a stacked tunnel is noted; however, such an arrangement is not typical of an immersed tube tunnel (ITT), which would be the construction method for any tunnel alternative. We have assessed other construction techniques, including bored tunnels and cast-in-place tunnels, and only ITT construction appears feasible at this time.</p> <p>As compared with a traditional ITT, construction of a stacked ITT would involve: deeper tunnel excavation; longer, deeper tunnel approaches; major modifications to the canal bottom and walls in order to transport the tunnel segments; and, a significantly larger volume of excavation.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team via email at project-team@qewgcs.ca.</p>
Resident of St. Catharines	<p>Letter received April 4, 2011. The following is the text of that letter:</p> <p>Having had the opportunity to view the website at www.qewgcs.ca and the presentation boards provided for public consumption at the Public Information Centre #1 on Wednesday, 30 March.</p> <p>My views concerning the information provided for this project should include:</p> <ol style="list-style-type: none"> 1. A combined comparison of total costs for the existing Tunnels at Thorold South and Welland, including: <ul style="list-style-type: none"> • Planning; • Construction; • Annual Maintenance of walls and road surfaces; • Snow removal; • Lighting; • CCTV; • Signage, and • Human costs: <ol style="list-style-type: none"> a. deaths; b. accidents; c. fire; and d. emergency services: <ol style="list-style-type: none"> 1. fire; 2. police; 3. ambulance, and 4. associated Hospital services. 2. Versus the same costs attributed to the existing Garden City Skyway from its inception including the construction; annual budget and removal of the Toll booths. 3. Using the aforementioned data, a second comparison of the projected costs for the Garden City Skyway for: <ol style="list-style-type: none"> 1. Twinning; 2. Widening; and 3. Eastbound and Westbound Tunnels. <p>Considering that all three approaches (under or over) to the Wetland Canal are relatively the same age, the comparison of total costs would provide the public with yet another tool on which to base their judgmental preferences.</p> <p>Should you choose to provide such an in-depth and comprehensive study, I trust that it will not alter your schedule of operations.</p> <p>Thank you for the opportunity to present my comments.</p>	<p>Contact already include on contact list. The following response was sent by mail on April 25, 2011:</p> <p>Thank you for attending the Public Information Centre and for providing your feedback.</p> <p>Your suggestion of cost comparison is noted. Life cycle costing, including capital and future maintenance costs, will be a key part in evaluating the alternatives.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA please feel free to contact the Project Team via email at project-team@qewgcs.ca.</p>
Resident of St. Catharines	<p>The following feedback was received via email on April 13, 2011:</p> <p>My understanding is that the basic structure of the Skyway is sound. However, the deck of the Skyway will need to be replaced in 10 to 15 years. Furthermore, the capacity of the bridge should be increased by adding another lane (truck lane) in each direction. The extra lanes should be added before the deck replacement occurs.</p>	<p>Contact already include on contact list. The following response was sent via email on May 13, 2011:</p> <p>Thank you for attending the Public Information Centre (PIC) and for providing your feedback.</p> <p>For your information, a copy of the PIC displays can be found online at: http://www.qewgcs.ca/qewgcs/events.asp.</p>

SUMMARY OF AGENCY/STAKEHOLDER CORRESPONDENCE - PIC#1

Agency/Stakeholder	Comments Received	Action
	<p>The options for providing extra lanes include:</p> <ul style="list-style-type: none"> • expanding the existing bridge, • twinning the bridge, or • building a tunnel and demolishing the existing bridge. <p>As the existing bridge seems basically sound, I believe that the bridge should be retained. In addition, the existing bridge is an iconic structure over the Welland Canal. These two considerations would seem to eliminate the tunnel option. The choice of a bridge expansion or a twinned bridge would depend on technical and cost considerations. If the twinned bridge option is chosen, the design of the new bridge should not detract from the iconic image of the existing bridge.</p> <p>Safety was also raised as an issue as visibility is restricted over the crest of the bridge. I suggest that signal lights be installed over each lane before the crest of the bridge. The signal lights could be changed from green to red if a lane is blocked for any reason. Examples of such signaling systems are at the Peace Bridge in Fort Erie and the Highway 58 – Thorold Tunnel under the Welland Canal. Also the electronic message boards at the base of the Skyway should be programmed to post a warning if any lane is blocked. Such a safety system could be implemented quickly; it does not have to wait for any bridge reconstruction.</p>	<p>As you have noted, it would be desirable to have additional lanes on the bridge to function as truck-climbing lanes (TCLs); to that end, all of the short-listed alternatives include one TCL in each direction. A point of clarification is that TCLs are being considered for the purposes of traffic operations and safety, rather than to provide additional capacity.</p> <p>Please note that the following alternatives are being considered:</p> <ul style="list-style-type: none"> • Rehabilitate while maintaining lanes <ul style="list-style-type: none"> ○ Widen the existing bridge ○ Twin the existing bridge • Replacement <ul style="list-style-type: none"> ○ Bridge ○ Tunnel <p>Further details regarding those alternatives are provided in the PIC displays.</p> <p>Your feedback regarding the alternatives is noted. Life cycle costing, including capital and future maintenance costs, will be a consideration as part of the evaluation of alternatives.</p> <p>The Project Team will review the need for signals or other treatments as part of the preliminary design phase of the study.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA please feel free to contact the Project Team via email at project-team@qewgcs.ca.</p>
Resident of St. Catharines	<p>The following feedback was received via email on April 21, 2011:</p> <p>I was unable to attend the public meeting on that day a while back in St. Catharines, however I was eager to find out some more information regarding the process and proposals in mind for the project. I live a couple of blocks away from the Gratham Ave Toronto-bound exit and have interests regarding the process of construction and delays when the time comes.</p> <p>I was wondering what some of the options were for consideration? Rehab of the existing structure, reconstruction/rebuild of a new structure, or (my personal favourite) use "Becky" to bore a tunnel under the canal in order to accommodate GO train service to the Falls without any canal bridge delays, since Becky's already in the area and slated to be 'wasted' for a lack of a better term by burying her once the Hydro tunnels are completed.</p> <p>Can you forward some more information my way, and/or provide me an update as to when another session will be held in order for me keep up. I work in the Civil field, so this sort of stuff interests me, and considering I'm so close, it may affect me as an everyday user so, I guess you can understand my concerns.</p> <p>Thanks for your time!!</p> <p>Much appreciated Gents.</p>	<p>Added to email contact list. The following response was sent via email on May 13, 2011:</p> <p>Thank you for interest in the QEW Garden City Skyway and for sharing your comments. You will receive future project updates via email.</p> <p>A copy of the March 30, 2011 Public Information Centre (PIC) displays can be found online at: http://www.qewgcs.ca/qewgcs/events.asp.</p> <p>The following alternatives are being considered:</p> <ul style="list-style-type: none"> • Rehabilitate while maintaining lanes <ul style="list-style-type: none"> ○ Widen the existing bridge ○ Twin the existing bridge • Replacement <ul style="list-style-type: none"> ○ Bridge ○ Tunnel <p>Further details regarding those alternatives are provided in the PIC displays.</p> <p>A range of tunnel construction methods has been assessed, including cast-in-place, immersed tube tunnel (ITT) and bored tunnel construction. Based on this assessment, only the ITT method appears feasible at this time. "Becky" is a hard-rock tunnel boring machine (TBM), and is not appropriate for the soft soils near the Garden City Skyway. Further, while "Becky" is a relatively large TBM, it is not large enough to accommodate the proposed QEW cross section in this area. Finally, a bored tunnel would be far more costly to construct than any of the alternatives currently being considered.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team via email at project-team@qewgcs.ca.</p>
Resident of St. Catharines	<p>A voicemail was left for M. Chiu on July 28, 2011 inquiring about a notice received regarding the project.</p>	<p>K. Bright returned the resident's phone call on July 29, 2011. The notice was explained and it was agreed that the resident would be added to the project contact list (mailing) and that a hardcopy of the PIC#1 displays would be mailed to the resident on August 2, 2011.</p> <p>The resident was added to the contact list and a copy of the PIC#1 displays was mailed to the resident on August 2, 2011. Note: Due to an incomplete address the package was resent on August 18, 2011 (following address confirmation)</p>

PIC #2



**QEW GARDEN CITY SKYWAY
Class Environmental Assessment**

W.O. 08-2009

**PUBLIC INFORMATION CENTRE #2
SUMMARY REPORT**

PIC DATE: OCTOBER 22, 2013

MARCH 17, 2014



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APPENDICES

Appendix A	Newspaper Notice
Appendix B	Notification Material
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Appendix D	Newspaper Article
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1.0 INTRODUCTION

The Ontario Ministry of Transportation (MTO) has retained MMM Group Limited, to undertake a Class Environmental Assessment for the Queen Elizabeth Way (QEW) Garden City Skyway. To facilitate public involvement, Public Information Centres (PICs) are being held at three key study stages. The first PIC was held on March 30, 2011. The second PIC was held on October 22, 2013.

The purpose of this study is to determine a long-term strategy to address the structural, traffic safety, and operational needs of the QEW crossing of the Welland Canal.

The Project Team members for this study include staff from MTO and MMM Group. This Study is being undertaken as a Group "B" project under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*, with the opportunity for public input throughout the study. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared and filed for a 30-day public review period. Newspaper notices will be published at that time to explain the review process and identify the locations where the TERS is available for viewing.

This report documents the PIC held on October 22, 2013.

2.0 PURPOSE

Public Information Centres are informal meetings where area residents and other interested parties are provided the opportunity to review planning and project information, identify concerns and provide input.

The PIC was held as a 'drop-in' style session with representatives of the Project Team available to answer questions and discuss the project. The main purpose of the PIC was to provide the public and interested parties with an opportunity to review the assessment and evaluation process, the technically preferred alternative, and the next steps of the study.

3.0 PIC SPECIFICS

The PIC was held at the location, date and time noted below:

Date: Tuesday October 22, 2013
Location: Best Western Hotel & Conference Centre
2 North Service Road (east of Lake Street)
St. Catharines, ON L2N 4G9
Time: Potentially Impacted Property Owner Session - 12:00 p.m. to 1:30 p.m.,
with brief presentation at 12:15 p.m.
Agency Session - 3:00 p.m. to 4:00 p.m.
Public Session - 4:00 p.m. to 8:00 p.m.

4.0 NOTIFICATION

The PIC notice was published in English in the *St. Catharines Standard*, *Niagara Falls Review* and *Welland Tribune* on October 10, 2013. A copy of those newspaper notices can be found in **Appendix A**.

MPPs, MPs and local councillors were sent letter notification letters on September 30, 2013. Notification letters were distributed by direct mail to the project mailing list on October 4, 2013, including government agencies, local municipalities, utility companies, Aboriginal communities and other stakeholders. Notification letters were sent by registered mail to potentially impacted property owners on October 4, 2013. In addition, approximately 2000 flyers outlining the details of the PIC were sent via Canada Post unaddressed bulk mail to mailing addresses adjacent to the preferred alignment.

The PIC notification materials referred to the project website (www.qewgcs.ca) for further information regarding the project.

The project website was updated to include the date of the PIC, as well as a link to an electronic copy of the PIC notice. A copy of the PIC notice was also posted to the City of St. Catharines, Town of Niagara-on-the-Lake and Niagara Region websites. Following the PIC, the PIC displays were posted on the project website on October 23, 2013.

Prior to the PIC members of the Project Team presented current study details to St. Catharines City Council and Niagara-on-the-Lake Town Council on October 7, 2013, and to the Niagara Region Transportation Strategy Steering Committee on October 8, 2013.

Copies of notification materials can be found in **Appendix B**.

5.0 STAFF ATTENDANCE

The following MTO and consultant staff attended the PIC:

- Bill Cung, MTO, Project Manager
- Chris Barber, MTO, Environmental Planner
- Leslie Currie, MTO, Regional Archaeologist
- Shelley Miller, MTO, Property Representative
- Mark Patterson, MTO, Property Representative
- Astrid Poesi, MTO, Communications Officer
- Michael Chiu, MMM Group, Consultant Project Manager
- Brent Gotts, MMM Group, Consultant Assistant Project Manager
- David Hiatt, MMM Group, EIT
- Stefan Sirianni, MMM Group, Engineering Co-op Student
- Sandy Nairn, MMM Group, Consultant Environmental Planner
- Katie Bright, MMM Group, Consultant Assistant Environmental Planner
- Michelle Louli, MMM Group, Consultant Assistant Environmental Planner

Note: An additional MTO staff member attended as an observer.

6.0 MATERIAL DISPLAYED

A copy of the PIC displays is provided in **Appendix C**. The following exhibits were displayed at the PIC:

1. Welcome (text)
2. Purpose of PIC #2
3. Background and Study Purpose
4. Existing Bridge Conditions
5. Heritage
6. Class Environmental Assessment Process
7. Study Process and Schedule
8. Summary of PIC #1
9. Activities Since PIC #1
10. Study Area for Alternatives and Alignments
11. Assessment and Evaluation Process
12. Evaluation Method
13. Evaluation Criteria
14. Evaluation – Short List of Alternatives
15. Value Engineering / Cost Risk Assessment Study
16. Results of Value Engineering / Cost Risk Assessment
17. Comparison of North Twinning Vs. South Twinning
18. Rationale for the Technically Preferred Alternative
19. Technically Preferred Alternative
20. Technically Preferred Alternative – Construction Staging
21. Impacted Property
22. Next Steps
23. Please Complete a Comment Sheet

7.0 FORMAT AND ATTENDANCE

The format of the PIC was a drop-in centre. The PIC was held from 4:00 p.m. to 8:00 p.m. A session was held for potentially impacted property owners from 12:00 p.m. to 1:30 p.m., which included a brief presentation at 12:15 p.m. Agencies and municipal staff were invited to attend a pre-PIC preview session from 3:00 p.m. to 4:00 p.m.

Individuals attending the PIC were asked to sign a register when they entered the venue.

Members of the Project Team were available to answer questions and provide information regarding the project. Individuals who expressed specific concerns or comments were directed to the appropriate staff person for discussion.

Attendees were informed of the availability of comment sheets, which they were encouraged to complete. If individuals wished to take comment sheets home they were requested to provide their feedback by Tuesday, November 5, 2013.

A total of 14 people signed-in to the Potentially Impacted Property Owner Session.

Agency and municipal staff attended the pre-PIC session and some attended the PIC. A total of seven agency/municipal staff attended including representatives from:

- Town of Niagara-on-the-Lake
- City of St. Catharines
- Niagara Historical Society
- Niagara Region Development Services

Of the people who attended the PIC, 46 people chose to sign in at the register. Attendees of the PIC included local residents, landowners and business owners.

Media representatives from the *St. Catharines Standard* also attended the PIC. The October 23, 2013 edition of the *St. Catharines Standard* and *Welland Tribune* included an article regarding the PIC. A copy of that article is provided in **Appendix D**.

8.0 SUMMARY OF COMMENTS RECEIVED

The following summarizes the most frequent verbal and written comments shared at the PIC and received via comment submitted following the PIC:

- Questions about Cultural Heritage Landscape impacts
- Concern about potential impacts to the Homer Cemetery
- Questions regarding cost and anticipated construction timing
- Concern that there will not be enough lanes on the structure for the proposed traffic volumes
- Support for the technically preferred alternative (north twinning) from multiple attendees
- Inquiries about why the tunnel was not selected as the preferred alternative
- Inquiries about why twinning to the north is preferred over twinning to the south of the existing structure
- Questions about why the proposed curvature does not match the existing curvature
- Questions about the design of the new structure
- Questions about the property acquisition process
- Questions about longevity of the existing structure and quality of rehabilitation work that has been completed to date
- Complaints about noise
- Inquiries about staging / access impacts on industrial businesses
- Inquiries about archaeological requirements
- Inquiries regarding possibility of including a rail link as part of the project
- Concern about potential impacts to St. George's Anglican Church
- Concern about preferred alternative intruding on air space requirements for Niagara District Airport
- Concern about expanding the Skyway at all, preference instead for investing in transit alternatives
- Request to realign Beer Store driveway within the study area as part of the project, due to ongoing concerns about turning movements into the driveway impacting traffic operations
- Inquiry about including improvements to Glendale interchange as part of project
- Inquiry about impacts to the Travel Information Centre

Table 1 provides a summary of the number of comment sheets submitted at the PIC. **Table 1** also includes the number of comments which were submitted by mail, fax or email after the event.

TABLE 1					
PUBLIC INFORMATION CENTRE COMMENTS SUBMITTED BY NOVEMBER 5, 2013					
	Submitted at PIC	Mail	Fax	Email	Total
Comment Sheets	6	0	0	6	12

Comments were requested by November 5, 2013. Some comments were received after the comment submission deadline. All comments received were responded to. **Appendix E** provides an overview of comments received and responses provided.

APPENDIX A:

NEWSPAPER NOTICE

WORLDNEWS

■ POLITICS: Republican Senator Bob Corker warns that if Congress is not closer to a deal by Sunday, things are going to get volatile



Faces.net

House Budget Committee Chairman Paul Ryan's column that urged a negotiated end to the stalemate aided a slight shift in Congress on Wednesday and provided signs of hope.

Congress sees signs of hope

DAVID LAWDER
and **SUSAN HEAVEY**
Reuters
WASHINGTON — Republicans and Democrats in Congress saw signs of hope on Wednesday for a break in their fiscal impasse, as members of both parties floated the possibility of a short-term increase in the debt limit to allow time for broader negotiations on the budget.

The slight shift in tone was added by a column by House Budget Committee Chairman Paul Ryan of Wisconsin, who urged a negotiated end to the stale-

mate but did not mention Republican demands for linking changes in the federal healthcare law with government funding.

"Right now, we need to find common ground," Ryan, the party's 2012 vice-presidential nominee who had been largely silent in the confrontation, wrote in *The Wall Street Journal*.

"We need to open the federal government. We need to pay our bills today and make sure we can pay our bills tomorrow. So let's negotiate an agreement to make modest reforms to entitlement programs and the tax code," he said.

President Barack Obama scolded Republicans on Tuesday for threatening economic chaos, but said he would talk about anything, including the healthcare law, if Republicans re-opened the government and lifted the debt ceiling even for the short term.

House of Representatives Speaker John Boehner rejected that idea as "unconditional surrender," but other Republicans have showed a willingness to consider a short-term deal if there was a framework in place for negotiations.

"I am beginning, by the way, to be a little hopeful regarding our current situation. It looks like the House is beginning to focus on the right things," Republican Senator Bob Corker of Tennessee said on CNBC, pointing to Ryan's column.

"We're beginning to talk about the right kinds of things here. We're beginning to move now in the right direction," Corker said, but he warned: "Around the 13th of this month sometime, things are going to get very volatile if we're not



I am beginning, by the way, to be a little hopeful regarding our current situation. It looks like the House is beginning to focus on the right things."

Republican Senator Bob Corker

close to a deal." Chris Van Hollen, the ranking Democrat on the House Budget Committee, said he saw rays of hope in the stalemate.

"There could be a little glimmer here. I think we're on a very risky trajectory right now, but I think there is a possible opening here. But, again, it depends on if Republicans on the Hill are willing to jump on it," he said.

The impasse has shut the government for nine days and rattled markets, with the threat that the country's \$16.7 trillion borrowing limit will not be raised before an Oct. 17 deadline identified by Treasury Secretary Jack Lew.

— Reuters

NOTICE OF PUBLIC INFORMATION CENTRE #2
For the QEW Garden City Skyway

STUDY
The Ontario Ministry of Transportation (MTO) has retained McCormick Rankin, a member of MRM Group Limited, to undertake a Class Environmental Assessment (EA) to determine a long-term strategy to address the structural, traffic safety and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway. As shown on the key plan below, the study limits extend between Niagara Street in the City of St. Catharines and Glendale Avenue in the Town of Niagara-on-the-Lake.

PROCESS
The study is following the approved environmental planning process for Group E1 projects under the Class Environmental Assessment for Provincial Transportation Facilities (1999), as amended in 2000. The study is consisting of all phases of the planning process, including:

- Identifying structural and operational issues;
- Generating and evaluating a full range of alternatives;
- Selecting a preferred alternative; and
- Preparing a Transportation Environmental Study Report (TESR).

Upon completion of the study, the TESR will be made available for a 30-day public review period.

PUBLIC INFORMATION CENTRE #2
Date: Tuesday, October 22, 2013
Place: Best Western Hotel and Conference Centre
2 North Service Road (east of Lake Street)
St. Catharines, ON L2M 4G9
Time: 4:00 p.m. to 8:00 p.m. (open house drop-in)

To facilitate public involvement, Public Information Centres (PICs) are being held at three key study stages. The first PIC was held on March 20, 2011. The second PIC is being arranged to provide stakeholders an opportunity to review and comment on the results of the assessment and evaluation process, and to present the technically preferred alternative. You are encouraged to attend the PIC and to provide us with your comments.

COMMENTS
Comments and information regarding the study will be collected to assist the Project Team. Comment forms and study information are available on the study website: www.qewgcs.ca. If you wish to be added to the study contact list or submit comments or questions, please contact one of the Project Team members listed below:

Mr. J.A. (Sandy) Nairn, MCI, PMP
Consultant Environmental Planner
Ecoplan, a member of MRM Group Limited
tel: 905-823-4988
toll-free: 1-877-662-7947
e-mail: project-team@qewgcs.ca

Mr. Bill Cunn, P.Eng.
Project Manager
Ontario Ministry of Transportation
tel: 416-235-3234
e-mail: project-team@qewgcs.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Ontario

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905-356-6986

OCTOBER IS AUTISM AWARENESS MONTH

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Autism Ontario – Niagara Region Chapter

(905) 682-2776 | AONiagara | www.autismentario.com/niagara

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BROCK

Call the box office at 905-688-5550, ext. 3237 or www.brock.ca. All performances start at 7:30 p.m. in the Sean O'Sullivan Theatre unless otherwise noted.

OCTOBER

Marc Jordan & Jane Sibbery, Oct. 16, Roch Vassaro, Oct. 17, Ron Sesemith with Jenn Grant, Oct. 18, Jesse Cook - The Blue Guitar Tour, (SOLD OUT), Oct. 24, ONE by Mari Soleymanlou, Oct. 25.

NOVEMBER

Kurt Elling - 1619 Broadway - The Brill Building Project, Nov. 15, The Very Hungry Caterpillar & Other Favorites, Nov. 17 & 18 p.m., The Carter Family, Nov. 20, Colin James with Chris Caddell, Nov. 21 (SOLD OUT), Les Ballets Azzedine Mornet, Nov. 23.

DECEMBER

The Manhattan Transfer, Dec. 4, Ballet Jorgan Canada: The Nutcracker, Dec. 8, 2:30 p.m., Darlene Love, Dec. 11, Classic Albums Live: Paul McCartney & Wings - Band on the Run, Dec. 12, Serena Ryder (SOLD OUT), Dec. 17, Leahy Family Christmas, Dec. 18, Leahy Family Christmas (SOLD OUT), Dec. 20, John McDermott, Dec. 21, 2:30 p.m.

JANUARY 2014

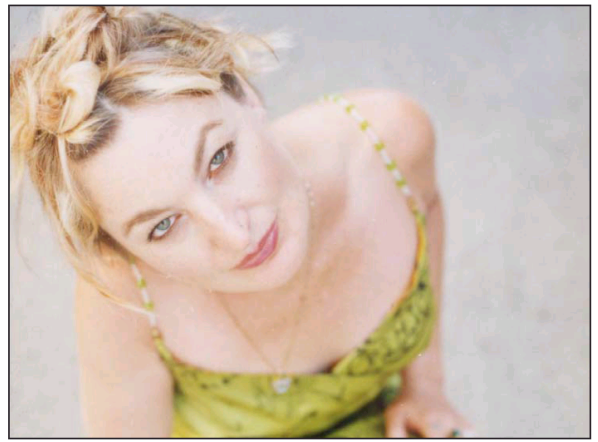
Fabrizio D'Amico, Jan. 18, Tower of Power, Jan. 22, Roscoe Cash (SOLD OUT), Jan. 23, Classic Albums Live: AC/DC - Back in Black, Jan. 26, Jim Ericloman with Luke McMaster, Jan. 31.

FEBRUARY 2014

Lightwire Theatre: DIMD Light, Feb. 2, 2:30 p.m., The Grind and the Tale, Feb. 17, 2:30 p.m., The Intergalactic Nemesis, Feb. 21, Sucker Not Served - The Music of James Bond, Feb. 22, Maasha Ensemble, Feb. 25, One Noble Journey by Mike Wiley, Feb. 28.

MARCH 2014

The Margulies and David Francey, March 1, Sierra Madra, March 6, Shine On: The Universal John Lennon, March 8, De Temps Antan, March 20, Take 6, March 21, Lulu Bell, March 22, Yukon Theatre: A Beautiful View by Daniel Mackay, March 27, Shyjam, March 28, Fied Penner, March 30, 2:30 p.m.



Jane Sibbery and Marc Jordan are set to play Brock University Oct. 16

Handout photo

JANUARY 2014

Fabrizio D'Amico, Jan. 18, Tower of Power, Jan. 22, Roscoe Cash (SOLD OUT), Jan. 23, Classic Albums Live: AC/DC - Back in Black, Jan. 26, Jim Ericloman with Luke McMaster, Jan. 31.

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The Margulies and David Francey, March 1, Sierra Madra, March 6, Shine On: The Universal John Lennon, March 8, De Temps Antan, March 20, Take 6, March 21, Lulu Bell, March 22, Yukon Theatre: A Beautiful View by Daniel Mackay, March 27, Shyjam, March 28, Fied Penner, March 30, 2:30 p.m.

APRIL 2014

Classic Albums Live: Elton John - Greatest Hits, April 3, Taking Acrobats, April 4, Amy Helm, April 5, Just for Laughs Roadshow, April 12, Wingfield Lot and Fossil, April 13, 2:30 p.m., Michael Curto, April 24.

DEPARTMENT OF DRAMATIC ARTS

WALKER CULTURAL LEADER SERIES 2013/14: Patricia Baldwin will spend eight days teaching, speaking and giving demonstration classes at Brock and throughout the Niagara peninsula. For more information, contact: Gevorg Wilson, Dramatic Arts, dramatic@brocku.ca

DRAMA IN EDUCATION: Intensive Workshops, Oct. 5, 9:30 a.m. - 5:30 p.m., Centre Stage Theatre School and Productions, 2505 Mainway, Burlington. Free for DART students, all others \$20 to cover costs for refreshments and venue. Limited registration.

DEPARTMENT OF MUSIC

ENCORE! Professional Concert Series - Sagapood, Oct. 4, 7:30 p.m., Balkan-Gypsy-Master fusion. This award-winning group from Montreal pushes back the boundaries of world music. Sean O'Sullivan Theatre, Brock Un. Tickets: \$28.50 adults, \$22.50 seniors/student; \$5 evicor. Centre for the Arts Box Office, 905-688-5550 ext. 3237, www.brocku.ca/musc

DEPARTMENT OF VISUAL ARTS

WALKER CULTURAL LEADER SERIES 2013/14: Alina Davies will present two public talks: one on the role of culture in international development, and the other on Canadian cultural property legislation. For more info, contact: Prof. Sharlyn Ingram, Centre for Studies in Arts and Culture.

VIVA VOCE! ORAL SERIES: Nations in Harmony: a Post-1922 Celebration (Avalon Anglican Church, 99 Ontario St., Thomas) \$20 Adults, \$15 seniors and students, \$5 children 18 & under, and evicor. Available at the door. 9:30 - 8:30 p.m., Ford Field, Brock Un. Free.

Chamber Singers' school: Chorus from the USA, Oct. 3, 7:30 p.m., St. Thomas Anglican Church, 99 Ontario St., Tickets: \$20 Adults, \$15 seniors and students, \$5 children 18 & under, and evicor. Available at the door.

RBC FOUNDATION MUSIC IN COMMON SERIES: Oct. 8, Enka Reiman, piano, Sean O'Sullivan Theatre, Brock Un., Oct. 29, Patricia Dydramko, Flute and Enka Reiman, piano, Concordia Secondary Chapel, Brock Un.

PUBLIC LECTURE: Art, Taxes, and Public Good - how Canadian cultural property rules help artists, collectors, museums and the public, Oct. 24, 7 p.m., Rodman Hall Art Centre, 109 St. Paul Cr., Free.

NOTICE OF PUBLIC INFORMATION CENTRE #2 For the QEW Garden City Skyway

STUDY

The Ontario Ministry of Transportation (MTO) has retained McCormick Rankin, a member of MVM Group Limited to undertake a Class Environmental Assessment (CEA) to determine a long-term strategy to address the structural, traffic, safety and operational needs of the Queen Elizabeth Way (QEW) crossing of the Walbridge Canal. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway. As shown on the key plan below, the study limits extend between Niagara Street in the City of St. Catharines and Grenville Avenue in the Town of Niagara-on-the-Lake.

PROCESS

The study is following the approved environmental planning process for Group B projects under the Class Environmental Assessment for Provincial Transportation Facilities (1999), as amended in 2000. The study is considering all phases of the planning process, including:

- Identifying structural and operational issues;
- Generating and evaluating a full range of alternatives;
- Selecting a preferred alternative; and
- Preparing a Transportation Environmental Study Report (TESR).

Upon completion of the study, the TESR will be made available for a 30-day public review period.

PUBLIC INFORMATION CENTRE #2

Date: Tuesday, October 22, 2013
Place: Best Western Hotel and Conference Centre
2 North Service Road (east of Lake Street)
St. Catharines, ON L2N 4G8

Time: 8:00 p.m. to 8:00 p.m., Open House drop-in

To facilitate public involvement, Public Information Centres (PICs) are being held at three key study stages. The first PIC was held on March 20, 2011. The second PIC is being arranged to provide stakeholders an opportunity to review and comment on the results of the assessment and evaluation process, and to present the technically preferred alternative. You are encouraged to attend the PIC and to provide us with your comments.

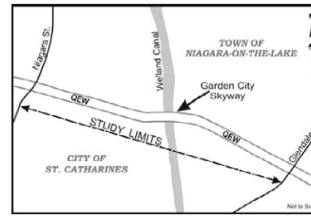
COMMENTS

Comments and information regarding the study will be collected to assist the Project Team. Comment forms and study information are available on the study website: www.qewgsca.ca. If you wish to be added to the study contact list or submit comments or questions, please contact one of the Project Team members listed below:

Mr. J.A. (Sandy) Nairn, MCP, RPP
Consultant Environmental Planner
Ecoplans, a member of MVM Group Limited
tel: 905-823-4988
fax: 1-877-952-7947
e-mail: project-team@qewgsca.ca

Mr. Bill Cuing, P.Eng.
Project Manager
Ontario Ministry of Transportation
tel: 416-235-3434
e-mail: project-team@qewgsca.ca

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- Ray's Pumpkin Sausage \$5.90 lb.
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NATIONAL NEWS

POD PEOPLE



Apparently downtown Ottawa workers are so sleep-deprived that one enterprising company believes they'll book a pod hotel for a 20-minute power nap. That's the idea behind the Pod Hotel, setting up shop on Sparks Street from Oct. 14 to 16. The individual pods, decked out with a mattress, pillow and respite from the daily grind, let urban dwellers sneak in a few extra zzz's over their lunch break.

QUI AGENCY

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EGYPT

Canadians may be home soon

KELLY PEDRO
Bill Agency

LONDON, Ont. — The two Canadians who spent 50 days in an Egyptian prison and were prevented from leaving the country could be back on Canadian soil as early as Thursday, according to a local MP's tweet that was quickly deleted.

London North Centre MP Susan Truppe posted the message about London LI doctor Tarek Loubani and Toronto filmmaker Adnan Gheysoa Wednesday afternoon.

"Pleased to learn that Tarek and Adnan will be (sic) free to travel home to Canada tomorrow. Looking fwd to welcoming Tarek back to London #LibOn!" the tweet from Truppe's Twitter account read.

It was quickly deleted and a spokesperson told CMT Agency to "ignore that tweet."

A colleague of Loubani's said he was surprised to hear the two men could be home-ward bound Thursday.

A spokeswoman for Lynne Yelich, Canada's minister of state for foreign affairs, said in an e-mail federal efforts to get the men home continue.

"Canadian officials continue to work tirelessly to facilitate Dr. Loubani and Mr. Gheysoa's departure from Egypt. We look forward to seeing these two Canadians return home shortly," wrote Adnan Khakky.

The men's families declined to comment now that Loubani and Gheysoa have been released and can speak for themselves.

They did just that Wednesday, releasing a video on YouTube from Egypt thanking supporters for helping them get out of Cairo's notorious Tora prison. In the video, the two say their ordeal isn't over.

"We are stuck a bit," said Gheysoa.

"Hope to see you soon," added Loubani.

The post appeared to be a good omen on the video.

—With files from free Press reporter John Mior

NOTICE OF PUBLIC INFORMATION CENTRE #2
For the QEW Garden City Skyway

STUDY
The Ontario Ministry of Transportation (MTO) has retained McCormick Rankin, a member of MMM Group Limited, to undertake a Class Environmental Assessment (EA) to determine a long-term strategy to address the structural, traffic safety and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway. As shown on the key plan below, the study limits extend between Niagara Street in the City of St. Catharines and Glendale Avenue in the Town of Niagara-on-the-Lake.

PROCESS
The study is following the approved environmental planning process for Group 'B' projects under the Class Environmental Assessment for Provincial Transportation Facilities (1999), as amended in 2000. The study is considering all phases of the planning process, including:

- Identifying structural and operational issues;
- Generating and evaluating a full range of alternatives;
- Selecting a preferred alternative; and
- Preparing a Transportation Environmental Study Report (TESR).

Upon completion of the study, the TESR will be made available for a 30-day public review period.

PUBLIC INFORMATION CENTRE #2
Date: Tuesday October 22, 2013
Place: Best Western Hotel and Conference Centre
2 North Service Road (east of Lake Street)
St. Catharines, ON L2N 4G9
Time: 4:00 p.m. to 8:00 p.m. (open house drop-in)

To facilitate public involvement, Public Information Centres (PICs) are being held at three key study stages. The first PIC was held on March 30, 2011. The second PIC is being arranged to provide stakeholders an opportunity to review and comment on the results of the assessment and evaluation process, and to present the technically preferred alternative. You are encouraged to attend the PIC and to provide us with your comments.

COMMENTS
Comments and information regarding the study will be collected to assist the Project Team. Comment forms and study information are available on the study website: www.gewqcs.ca. If you wish to be added to the study contact list or submit comments or questions, please contact one of the Project Team members listed below:

Mr. JA. Sandy Nairn, MCIP, RPP Consultant Environmental Planner Ecoplans, a member of MMM Group Limited Tel: 905-423-4088 toll-free: 1-877-562-7947 e-mail: project-team@gewqcs.ca	Mr. Bill Chung, P.Eng. Project Manager Ontario Ministry of Transportation Tel: 416-235-5254 e-mail: project-team@gewqcs.ca
--	---

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Des renseignements sont disponibles en français au composant 905 823-8500 poste 1471 (M. Yannick Garnier) Courriel: y.garnier@trc.ca

Ontario

APPENDIX B:
NOTIFICATION MATERIAL

Ministry of Transportation

Highway Engineering
 Planning and Design Section
 Engineering Office
 Central Region
 Building D, 4th Floor
 1201 Wilson Avenue
 Downsview, ON M3M 1J8
 Tel: (416) 235-3434
 Fax: (416) 235-3576

Ministère des Transports

Génie routier
 Section de la planification
 et de la conception
 Bureau du génie
 Région du centre
 Édifice D, 4^e étage
 1201, avenue Wilson
 Downsview, ON M3M 1J8
 Tél.: (416) 235-3434
 Téléc.: (416) 235-3576



**Letter mailed to Aboriginal
 Contacts on October 4, 2013.**

October 4, 2013

«Title» «FirstName» «LastName»
 «JobTitle»
 «Company»
 «Branch»
 «Address1»
 «Address2»
 «City», «Province» «PostalCode»

Re: QEW Garden City Skyway Class Environmental Assessment
 Notice of Public Information Centre #2

Dear «Title» «LastName»:

The Ontario Ministry of Transportation has retained McCormick Rankin (MRC), a member of MMM Group Limited, to undertake a Class Environmental Assessment and Preliminary Design Study to determine a long-term strategy to address the structural, traffic safety, and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal from Niagara Street in the City of St. Catharines to Glendale Avenue in the Town of Niagara-on-the-Lake. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway.

This Class Environmental Assessment and Preliminary Design Study is anticipated to be completed by the end of 2014. In addition, a Stage 1 Archaeological Assessment is currently being completed for the project area.

Input on the study is being facilitated through the study website (www.qewgcs.ca) and a series of Public Information Centres (PICs). A number of alternatives were presented at the first PIC, which was held on March 30, 2011. The alternatives were reviewed based on the input received at the PIC. The Project Team then undertook a formal assessment and evaluation process in order to identify a technically preferred alternative. The evaluation process considered a variety of natural, socio-economic, cultural and technical factors.

A second PIC is being arranged to provide interested persons an opportunity to review and comment on the results of the assessment and evaluation process, and to present the technically preferred alternative. The second PIC will be held on:

Public Information Centre #2	
Date:	Tuesday October 22, 2013
Place:	Best Western Hotel & Conference Centre 2 North Service Road (east of Lake Street) St. Catharines, ON L2N 4G9
Time:	4:00 p.m. to 8:00 p.m. (Open House Drop-In)

For additional details please see the enclosed notice. Following the PIC, a copy of the PIC displays will be posted to the project website: www.qewgcs.ca.

The purpose of this letter is to invite you to attend an external agency/municipality preview drop-in session in advance of the PIC. **This session will occur between 3:00 p.m. and 4:00 p.m.**, with the event open to the general public between 4:00 p.m. and 8:00 p.m.

We look forward to your attendance at the external agency/municipality preview session.

If you would like to provide comments, or if you require further information regarding this study, please feel free to contact me by phone at 416-235-3434 or by e-mail at bill.cung@ontario.ca. In addition, if you are interested in meeting as a result of receiving this letter, please contact me to arrange a meeting at your earliest convenience.

Respectfully,

Bill Cung, P.Eng.
Project Manager
Ministry of Transportation

Encl.
cc: Leslie Currie – MTO; Chris Barber– MTO;
Michael Chiu – MRC; J.A. (Sandy) Nairn – Ecoplans

NOTICE OF PUBLIC INFORMATION CENTRE #2

For the QEW Garden City Skyway

STUDY

The Ontario **Ministry of Transportation (MTO)** has retained **McCormick Rankin**, a member of MMM Group Limited, to undertake a Class Environmental Assessment (EA) to determine a long-term strategy to address the structural, traffic safety and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway. As shown on the key plan below, the study limits extend between Niagara Street in the City of St. Catharines and Glendale Avenue in the Town of Niagara-on-the-Lake.

PROCESS

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- Identifying structural and operational issues;
- Generating and evaluating a full range of alternatives;
- Selecting a preferred alternative; and
- Preparing a Transportation Environmental Study Report (TESR).

Upon completion of the study, the TESR will be made available for a 30-day public review period.

PUBLIC INFORMATION CENTRE #2

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Place: Best Western Hotel and Conference Centre
2 North Service Road (east of Lake Street)
St. Catharines, ON L2N 4G9
Time: 4:00 p.m. to 8:00 p.m. (open house drop-in)

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COMMENTS

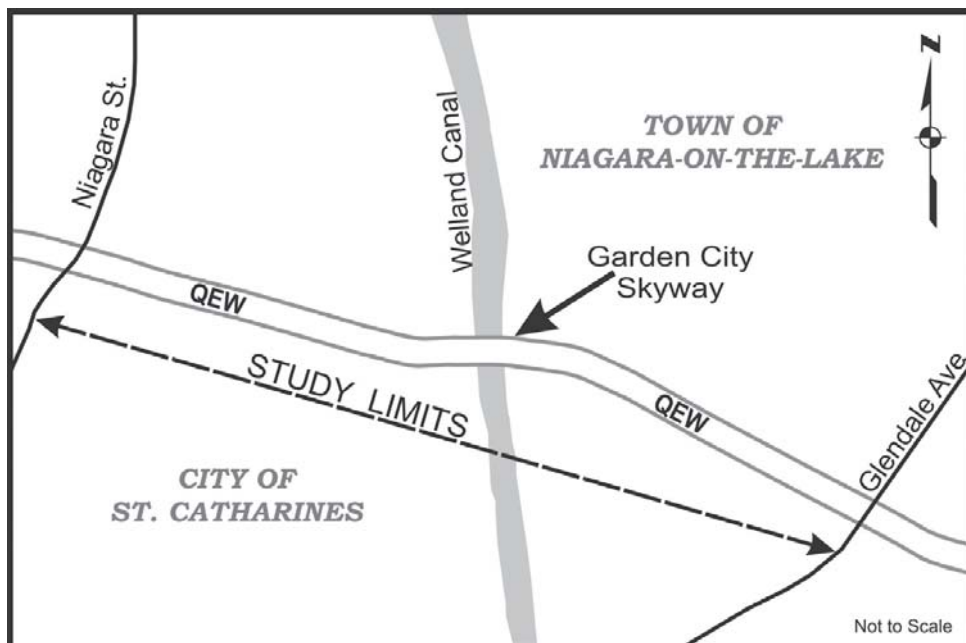
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Mr. J.A. (Sandy) Nairn, MCIP, RPP
Consultant Environmental Planner
Ecoplans, a member of MMM Group Limited
tel: 905-823-4988
toll-free: 1-877-562-7947
e-mail: project-team@qewgcs.ca

Mr. Bill Cung, P.Eng.
Project Manager
Ontario Ministry of Transportation
tel: 416-235-3434
e-mail: project-team@qewgcs.ca

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Des renseignements sont disponibles en français en composant 905 823-8500 poste 1471 (M. Yannick Garnier)
Courriel : ygarner@mrc.ca.



McCormick Rankin
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503

www.mrc.ca

October 4, 2013

Letter mailed to General Public and Former Potentially Impacted Property Owners on the Contact list on October 4, 2013.

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Branch»
«Address1»
«Address2»
«City», «Province» «PostalCode»

Re: QEW Garden City Skyway Class Environmental Assessment
Notice of Public Information Centre #2

Dear «Title» «LastName»:

The Ontario Ministry of Transportation has retained McCormick Rankin (MRC), a member of MMM Group Limited, to undertake a Class Environmental Assessment to determine a long-term strategy to address the structural, traffic safety, and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal from Niagara Street in the City of St. Catharines to Glendale Avenue in the Town of Niagara-on-the-Lake. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway.

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Date:	Tuesday October 22, 2013
Place:	Best Western Hotel & Conference Centre 2 North Service Road (east of Lake Street) St. Catharines, ON L2N 4G9
Time:	4:00 p.m. to 8:00 p.m. (Open House Drop-In)

You are encouraged to attend the PIC. Members of the Project Team will be available to discuss the study and respond to questions or concerns. All comments will be reviewed and considered. For additional study details please visit the study website at **www.qewgcs.ca**.

Should you require further information regarding this study, please feel free to contact any of the Project Team members listed on the enclosed notice.

Yours truly,

Michael Chiu, P.Eng.
Consultant Project Manager
McCormick Rankin, a member of MMM Group Limited

Encl.
c: Bill Cung – MTO; Chris Barber – MTO; J.A. (Sandy) Nairn – Ecoplans

NOTICE OF PUBLIC INFORMATION CENTRE #2

For the QEW Garden City Skyway

STUDY

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2 North Service Road (east of Lake Street)
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COMMENTS

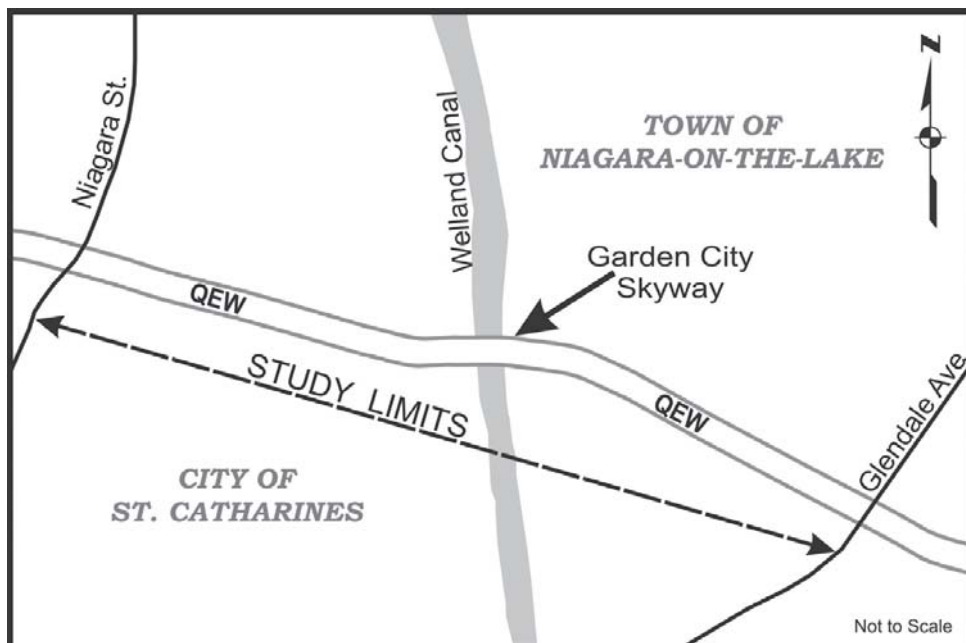
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Consultant Environmental Planner
Ecoplans, a member of MMM Group Limited
tel: 905-823-4988
toll-free: 1-877-562-7947
e-mail: project-team@qewgcs.ca

Mr. Bill Cung, P.Eng.
Project Manager
Ontario Ministry of Transportation
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e-mail: project-team@qewgcs.ca

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Des renseignements sont disponibles en français en composant 905 823-8500 poste 1471 (M. Yannick Garnier)
Courriel : ygarnier@mrc.ca.



McCormick Rankin
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503

www.mrc.ca

**Letters sent via registered mail to
Potentially Impacted Property
Owners on October 4, 2013.**

October 4, 2013

«Title»«FirstName»«LastName»
«JobTitle»
«Company»
«Branch»
«Address1»
«Address2»
«City», «Province»«PostalCode»

Re: QEW Garden City Skyway Class Environmental Assessment
Notice of Potentially Impacted Property Owner Session

Dear «Title»«LastName»:

The Ontario Ministry of Transportation has retained McCormick Rankin (MRC), a member of MMM Group Limited, to undertake a Class Environmental Assessment to determine a long-term strategy to address the structural, traffic safety, and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal from Niagara Street in the City of St. Catharines to Glendale Avenue in the Town of Niagara-on-the-Lake. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway.

Input on the study is being facilitated through the study website (www.qewgcs.ca) and a series of Public Information Centres (PICs). A number of alternatives were presented at the first PIC, which was held on March 30, 2011. The alternatives were reviewed based on the input received at the PIC. The Project Team then undertook a formal assessment and evaluation process in order to identify a technically preferred alternative. The evaluation process considered a variety of natural, socio-economic, cultural and technical factors.

A second PIC is being arranged to provide stakeholders an opportunity to review and comment on the results of the assessment and evaluation process, and to present the technically preferred alternative. For additional details please see the enclosed notice.

The purpose of this letter is to invite you to attend a session for potentially impacted property owners in advance of the PIC:

Potentially Impacted Property Owner Session	
Date:	Tuesday October 22, 2013
Place:	Best Western Hotel & Conference Centre 2 North Service Road (east of Lake Street) St. Catharines, ON L2N 4G9
Time:	12:00 p.m. to 1:30 p.m. – Open House (Drop-In) Brief Presentation at 12:15 p.m.

You are also welcome to attend the PIC which will be open to the general public between 4:00 p.m. and 8:00 p.m. on the same date at the same place.

We encourage you to attend the Potentially Impacted Property Owner Session as the technically preferred alternative is anticipated to impact your property in whole or in part. It is noteworthy that as design proceeds the property impacts and requirements will be refined.

If you would like to discuss this project and the anticipated property requirements with the Project Team in advance of October 22, you are encouraged to contact one of the following Project Team members:

Mr. Brent Gotts, M.A.Sc.
Consultant Assistant Project Manager
McCormick Rankin, a member of MMM Group Limited
Toll Free: 1-877-562-7947
Phone: 905-823-8500
E-mail: project-team@qewgcs.ca

Mr. Bill Cung, P.Eng.
Project Manager
Ontario Ministry of Transportation
Phone: 416-235-3434
E-mail: project-team@qewgcs.ca

In addition, if you are unavailable to attend the Potentially Impacted Property Owner Session or Public Information Centre on October 22 and would like to arrange a separate meeting to discuss anticipated property requirements please contact one of the Project Team members listed above.

For additional study details, please visit the study website at www.qewgcs.ca and please do not hesitate to follow-up with the above-listed contacts.

Yours truly,

Brent Gotts, M.A.Sc.
Consultant Assistant Project Manager
McCormick Rankin, a member of MMM Group Limited

Encl.
cc: Bill Cung – MTO; Chris Barber – MTO; Shelley Miller – MTO; J.A. (Sandy) Nairn – Ecoplans

NOTICE OF PUBLIC INFORMATION CENTRE #2

For the QEW Garden City Skyway

STUDY

The Ontario **Ministry of Transportation (MTO)** has retained **McCormick Rankin**, a member of MMM Group Limited, to undertake a Class Environmental Assessment (EA) to determine a long-term strategy to address the structural, traffic safety and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway. As shown on the key plan below, the study limits extend between Niagara Street in the City of St. Catharines and Glendale Avenue in the Town of Niagara-on-the-Lake.

PROCESS

The study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (1999), as amended in 2000. The study is considering all phases of the planning process, including:

- Identifying structural and operational issues;
- Generating and evaluating a full range of alternatives;
- Selecting a preferred alternative; and
- Preparing a Transportation Environmental Study Report (TESR).

Upon completion of the study, the TESR will be made available for a 30-day public review period.

PUBLIC INFORMATION CENTRE #2

Date: Tuesday October 22, 2013
Place: Best Western Hotel and Conference Centre
2 North Service Road (east of Lake Street)
St. Catharines, ON L2N 4G9
Time: 4:00 p.m. to 8:00 p.m. (open house drop-in)

To facilitate public involvement, Public Information Centres (PICs) are being held at three key study stages. The first PIC was held on March 30, 2011. The second PIC is being arranged to provide stakeholders an opportunity to review and comment on the results of the assessment and evaluation process, and to present the technically preferred alternative. You are encouraged to attend the PIC and to provide us with your comments.

COMMENTS

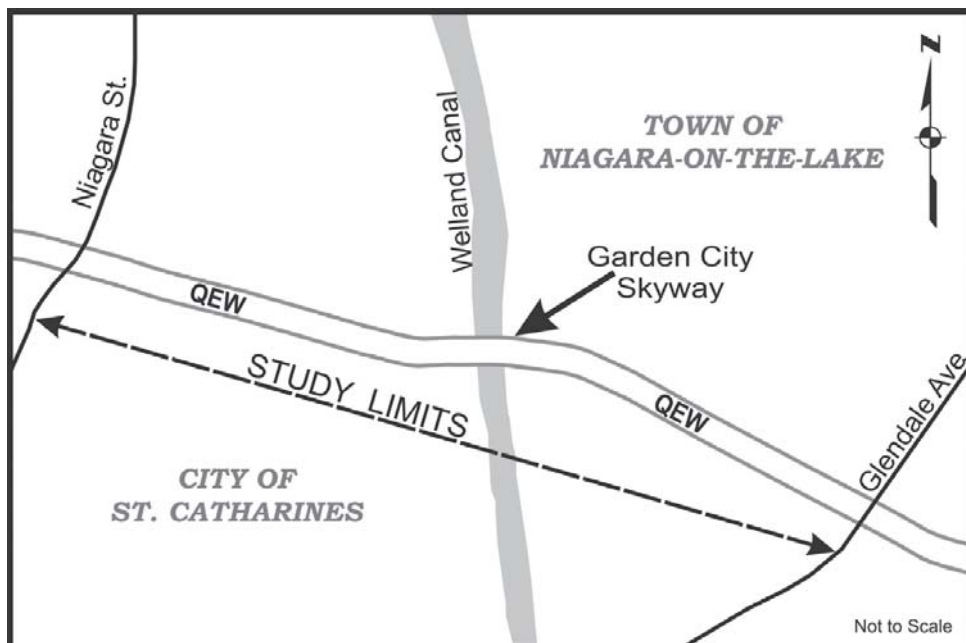
Comments and information regarding the study will be collected to assist the Project Team. Comment forms and study information are available on the study website: www.qewgcs.ca. If you wish to be added to the study contact list or submit comments or questions, please contact one of the Project Team members listed below:

Mr. J.A. (Sandy) Nairn, MCIP, RPP
Consultant Environmental Planner
Ecoplans, a member of MMM Group Limited
tel: 905-823-4988
toll-free: 1-877-562-7947
e-mail: project-team@qewgcs.ca

Mr. Bill Cung, P.Eng.
Project Manager
Ontario Ministry of Transportation
tel: 416-235-3434
e-mail: project-team@qewgcs.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Des renseignements sont disponibles en français en composant 905 823-8500 poste 1471 (M. Yannick Garnier)
Courriel : ygarnier@mrc.ca.



McCormick Rankin
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503

www.mrc.ca

**Letters mailed to MPs, MPPs, and
Councillors on September 30, 2013.**

**Letters mailed to Federal and
Provincial Agencies, Municipal Staff,
Other Agencies, Emergency Services,
Utilities, and Other Stakeholders on
October 4, 2013.**

September 30, 2013 / October 4, 2013

«Title»«FirstName»«LastName»
«JobTitle»
«Company»
«Branch»
«Address1»
«Address2»
«City», «Province»«PostalCode»

Re: QEW Garden City Skyway Class Environmental Assessment
Notice of Public Information Centre #2

Dear «Title»«LastName»:

The Ontario Ministry of Transportation has retained McCormick Rankin (MRC), a member of MMM Group Limited, to undertake a Class Environmental Assessment and Preliminary Design Study to determine a long-term strategy to address the structural, traffic safety, and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal from Niagara Street in the City of St. Catharines to Glendale Avenue in the Town of Niagara-on-the-Lake. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway.

Input on the study is being facilitated through the study website (www.qewgcs.ca) and a series of Public Information Centres (PICs). A number of alternatives were presented at the first PIC, which was held on March 30, 2011. The alternatives were reviewed based on the input received at the PIC. The Project Team then undertook a formal assessment and evaluation process in order to identify a technically preferred alternative. The evaluation process considered a variety of natural, socio-economic, cultural and technical factors.

A second PIC is being arranged to provide stakeholders an opportunity to review and comment on the results of the assessment and evaluation process, and to present the technically preferred alternative. For additional details please see the enclosed notice. The second PIC will be held on:

Public Information Centre #2	
Date:	Tuesday October 22, 2013
Place:	Best Western Hotel & Conference Centre 2 North Service Road (east of Lake Street) St. Catharines, ON L2N 4G9
Time:	4:00 p.m. to 8:00 p.m. (Open House Drop-In)

The purpose of this letter is to invite you to attend an external agency/municipality preview drop-in session in advance of the PIC. **This session will occur between 3:00 p.m. and 4:00 p.m.**, with the event open to the general public between 4:00 p.m. and 8:00 p.m.

We look forward to your attendance at the external agency/municipality preview session.

→ Placeholder for agency specific blurb (see attached document), as applicable

For additional study details, please visit the study website at www.qewgcs.ca. Should you require further information regarding this study, please feel free to contact any of the Project Team members listed on the enclosed notice.

Yours truly,

Michael Chiu, P.Eng.
Consultant Project Manager
McCormick Rankin, a member of MMM Group Limited

Encl.
c: Bill Cung – MTO; Chris Barber – MTO; J.A. (Sandy) Nairn – Ecoplans

QEW GCS - Agency Specific Blurbs for PIC#2 Notification (Pre-PIC Invitees Letter)

The following additional text was added to the PIC#2 notification letters sent to the identified agencies:

Ministry of Tourism, Culture and Sport

The following table provides an overview of the archaeological and cultural heritage documentation being completed in support of this study. Additional documentation may be required as the study progresses.

Documentation	Firm	Status
Stage 1 Archaeological Assessment	New Directions Archaeology	Ongoing. The report will be submitted to MTCS in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18 and to be entered into the Ontario Public Register of Archaeological Reports.
Cultural Heritage Evaluation Report (CHER) for the QEW Garden City Skyway	Golder Associates	Completed. MTCS (Karla Barboza) should already have a copy of this CHER and the Heritage Bridge Committee Decision Form.
Cultural Heritage Existing Conditions Report	Unterman McPhail Associates	Completed. This report has informed the evaluation of alternatives. The existing conditions information will be reflected in the Cultural Heritage Assessment Report (CHAR).
Cultural Heritage Assessment Report (CHAR)	Unterman McPhail Associates	Ongoing and to be completed prior to PIC#3 (Spring 2014).

Ministry of Tourism, Culture and Sport - Ontario Travel Information Centres

Delete: We look forward to your attendance at the external agency/municipality preview session.

Add: We encourage you to attend the preview session as the technically preferred alternative is anticipated to impact the St. Catharines Travel Information Centre (251 York Road, Niagara-on-the-Lake). It is noteworthy that as design proceeds the property impacts and requirements will be refined. If you are unavailable to attend the preview session or Public Information Centre on October 22 and would like to arrange a separate meeting to discuss anticipated property requirements please contact one of the Project Team members listed on the enclosed notice.

CEA Agency

Please note that past discussions regarding federal environmental assessment requirements occurred prior to the July 2012 revisions to the *Canadian Environmental Assessment Act* (CEAA). Based on the current Regulations Designating Physical Activities it is understood that the proposed works (i.e. a new bridge over the Welland Canal) are not considered to be a designated project under CEAA (2012) and as a result a federal environmental assessment is not required. It is recognized that federal agencies may have assessment requirements associated with Section 67 of the Act and the Project Team is following-up with agencies as appropriate regarding both information and consultation related requirements.

Transport Canada

Please note that past discussions regarding federal environmental assessment requirements occurred prior to the July 2012 revisions to the *Canadian Environmental Assessment Act* (CEAA). Based on the current Regulations Designating Physical Activities it is understood that the proposed works (i.e. a new bridge over the Welland Canal) are not considered to be a designated project under CEAA (2012) and as a result a federal environmental assessment is not required.

It is anticipated that the need for approvals/permits will be identified during Preliminary Design (the current assignment) and obtained during the subsequent Detail Design stage. It is anticipated that the *Navigation Protection Act* (NPA) will be in effect during Detail Design. Since the Welland Canal is a listed navigable waterway under the NPA it is anticipated that submission for approval will be made under the NPA. As a result, Transport Canada will have a duty to consult Aboriginal communities as well as assessment requirements associated with Section 67 of CEAA (2012). It is also anticipated that the MTO Class Environmental Assessment consultation and environmental assessment documentation will be sufficient to address Transport Canada's needs. As part of the MTO Class Environmental Assessment process a Transportation Environmental Study Report will be prepared which will include details regarding the preliminary design, impacts, mitigation and consultation. To date, project notification and invitations to participate have been sent to the following Aboriginal communities:

- Niagara Region Métis Council
- Métis Nation of Ontario (Métis Consultation Unit)
- Six Nations of the Grand River
- Haudenosaunee Chiefs Confederacy Council
- Mississaugas of the New Credit First Nation
- Association of Iroquois and Allied Indians
- Union of Ontario Indians

Aboriginal Affairs and Northern Development Canada (then Indian and Northern Affairs Canada) and the Ontario Ministry of Aboriginal Affairs were consulted regarding the list of communities notified. To date, none of the notified communities have expressed interest in the project but the Project Team is continuing to encourage participation through outreach notification letters at study milestones.

If Transport Canada foresees additional information or consultation requirements please let us know as those would be best addressed starting in Preliminary Design.

It is also noteworthy that Transport Canada owns lands within the study area and it is understood that those lands are associated with and adjacent to the St. Lawrence Seaway. The St. Lawrence Seaway Management Corporation is a key stakeholder for this project and they have been, and will continue to be, involved in the study. For example, staff from the St. Lawrence Seaway Management Corporation participated in the Value Engineering study associated with identification of the technically preferred alternative. The Project Team is also in contact with the Niagara District Airport regarding regulated airspace.

Environment Canada

Please note that past discussions regarding federal environmental assessment requirements occurred prior to the July 2012 revisions to the *Canadian Environmental Assessment Act* (CEAA). Based on the current Regulations Designating Physical Activities it is understood that the proposed works (i.e. a new bridge over the Welland Canal) are not considered to be a designated project under CEAA (2012) and as a result a federal environmental assessment is not required.

It is anticipated that the need for approvals/permits will be identified during Preliminary Design (the current assignment) and obtained during the subsequent Detail Design stage. If it is determined that an approval/permit will be required we will coordinate with Environment Canada towards addressing any corresponding information and consultation requirements. Please note that the impact assessment and mitigation will be addressed prior to PIC#3 which is anticipated to occur in Spring 2014. Once impacts have been reviewed in more detail we will follow-up with Environment Canada if we anticipate the need for an approval/permit; however, if at this time Environment Canada foresees the need for approvals/permits under Environment Canada's jurisdiction please let the Project Team know. It is noteworthy that there are federal lands (Transport Canada) within the study area.

DFO

Please note that past discussions regarding federal environmental assessment requirements occurred prior to the July 2012 revisions to the *Canadian Environmental Assessment Act* (CEAA). Based on the current Regulations Designating Physical Activities it is understood that the proposed works (i.e. a new bridge over the Welland Canal) are not considered to be a designated project under CEAA (2012) and as a result a federal environmental assessment is not required. As previously noted, this study is being completed in accordance with the MTO/DFO/OMNR Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings – Version 2, 2013. It is anticipated that preliminary assessment of impacts to fish and fish habitat will be undertaken during Preliminary Design (the current assignment) and MTO/DFO/OMNR Protocol documentation will be submitted to DFO during Detail Design.

Health Canada

Please note that past discussions regarding federal environmental assessment requirements occurred prior to the July 2012 revisions to the *Canadian Environmental Assessment Act* (CEAA). Based on the current Regulations Designating Physical Activities it is understood that the proposed works (i.e. a new bridge over the Welland Canal) are not considered to be a designated project under CEAA (2012) and as a result a federal environmental assessment is not required.

NOTICE OF PUBLIC INFORMATION CENTRE #2

For the QEW Garden City Skyway

STUDY

The Ontario **Ministry of Transportation (MTO)** has retained **McCormick Rankin**, a member of MMM Group Limited, to undertake a Class Environmental Assessment (EA) to determine a long-term strategy to address the structural, traffic safety and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway. As shown on the key plan below, the study limits extend between Niagara Street in the City of St. Catharines and Glendale Avenue in the Town of Niagara-on-the-Lake.

PROCESS

The study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (1999), as amended in 2000. The study is considering all phases of the planning process, including:

- Identifying structural and operational issues;
- Generating and evaluating a full range of alternatives;
- Selecting a preferred alternative; and
- Preparing a Transportation Environmental Study Report (TESR).

Upon completion of the study, the TESR will be made available for a 30-day public review period.

PUBLIC INFORMATION CENTRE #2

Date: Tuesday October 22, 2013
Place: Best Western Hotel and Conference Centre
2 North Service Road (east of Lake Street)
St. Catharines, ON L2N 4G9
Time: 4:00 p.m. to 8:00 p.m. (open house drop-in)

To facilitate public involvement, Public Information Centres (PICs) are being held at three key study stages. The first PIC was held on March 30, 2011. The second PIC is being arranged to provide stakeholders an opportunity to review and comment on the results of the assessment and evaluation process, and to present the technically preferred alternative. You are encouraged to attend the PIC and to provide us with your comments.

COMMENTS

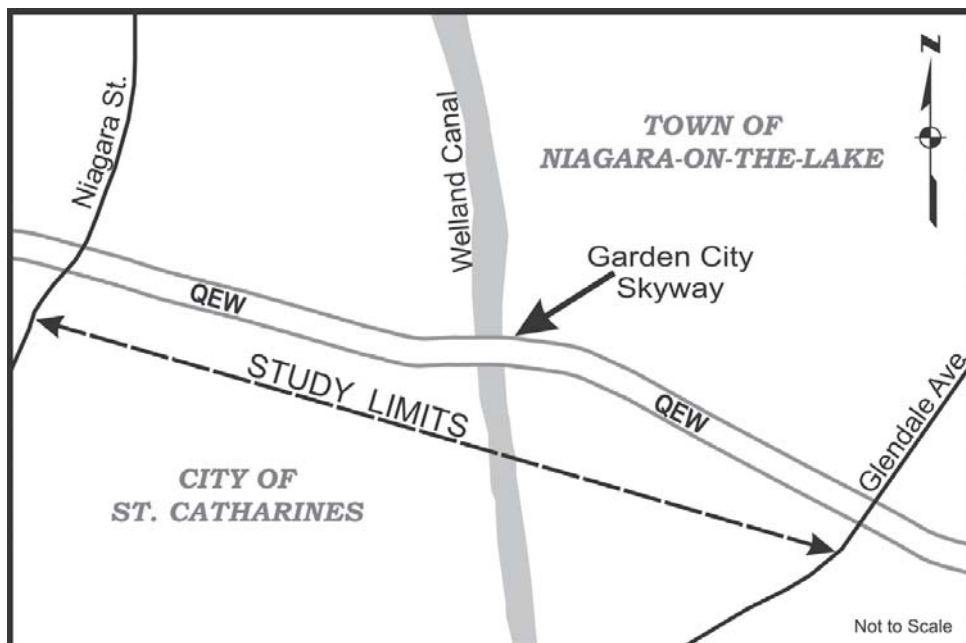
Comments and information regarding the study will be collected to assist the Project Team. Comment forms and study information are available on the study website: www.qewgcs.ca. If you wish to be added to the study contact list or submit comments or questions, please contact one of the Project Team members listed below:

Mr. J.A. (Sandy) Nairn, MCIP, RPP
Consultant Environmental Planner
Ecoplans, a member of MMM Group Limited
tel: 905-823-4988
toll-free: 1-877-562-7947
e-mail: project-team@qewgcs.ca

Mr. Bill Cung, P.Eng.
Project Manager
Ontario Ministry of Transportation
tel: 416-235-3434
e-mail: project-team@qewgcs.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Des renseignements sont disponibles en français en composant 905 823-8500 poste 1471 (M. Yannick Garnier)
Courriel : ygarnier@mrc.ca.



APPENDIX C:
DISPLAY MATERIAL

WELCOME

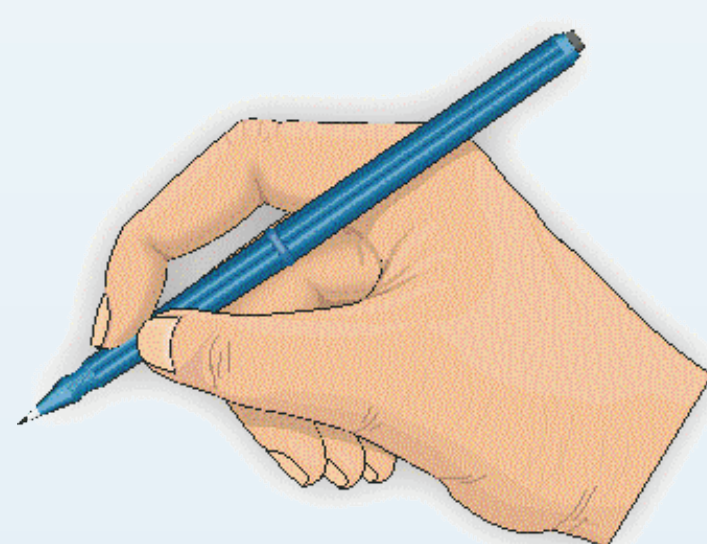
Public Information Centre #2

QEW Garden City Skyway

Planning / Preliminary Design and Class Environmental Assessment

October 22, 2013
4:00 p.m. to 8:00 p.m.

Please sign in at the front desk



PURPOSE OF PIC #2

The purpose of this Public Information Centre (PIC) is to discuss the project and obtain input on:

- The study process;
- Outcomes from PIC #1;
- The process for assessing and evaluating alternatives;
- The assessment and evaluation of the alternatives;
- The 'Technically Preferred Alternative';
- Preliminary Design (next phase); and
- The next steps.

Project Team representatives are available to discuss the project with you.



Your participation is important and appreciated.

Information presented today will also be available online at:

www.qewgcs.ca

BACKGROUND AND STUDY PURPOSE

The Queen Elizabeth Way (QEW) is Ontario's oldest freeway, dating back to the 1930s. The QEW is a critical element in the provincial highway network and is one of Ontario's most important transportation facilities in terms of trade, commuter and tourist traffic. The QEW links the Canada-United States border crossings at Niagara Falls and Fort Erie with Ontario's Golden Horseshoe and beyond.

The QEW Garden City Skyway is a 48-span, high-level bridge that is 2.2 km long, 28 m wide and carries the QEW over the Welland Canal, connecting the City of St. Catharines and Town of Niagara-on-the-Lake. At the crossing of the Welland Canal, the bridge is approximately 40 m high.

The bridge was built in 1963 and has since undergone various repairs.



The **purpose of this Class Environmental Assessment (EA) study** is to address the long-term structural, traffic safety and operational needs of the QEW crossing of the Welland Canal.

EXISTING BRIDGE CONDITIONS

- Opened in 1963 to replace the Homer Bridge.
- Bridge deck rehabilitation was completed in 2002. This is expected to extend the service life of the deck to approximately 2025.
- Extensive substructure rehabilitation was completed between 2004 and 2011. It is anticipated that this work will extend the service life of the substructure to beyond 2025.
- Existing bridge will require routine maintenance, and will continue to be assessed to maximize its service life.



HERITAGE

The Queen Elizabeth Way (QEW) was dedicated in 1939 and officially opened in 1940. The highway was originally four lanes and has since been widened to six lanes in the vicinity of the QEW Garden City Skyway.

When the QEW opened, the Welland Canal was crossed at the Homer Bridge. The crossing point later changed when the Skyway was completed in 1963. The bridge was operated as a toll bridge until 1973.

The east and west approach spans of the Skyway are of similar design, consisting of concrete piers with overhanging caps, and a deck structure supported on steel I-beams. The main spans were constructed using steel box girders. This bridge was the first use of steel box girders in Ontario.

The Skyway is a visually prominent feature, and is listed on the Ontario Heritage Bridge List; it is considered provincially significant.



Looking south at the Garden City Skyway. In the background, a ship transits the Homer Bridge



Garden City Skyway under construction in 1962, looking west.

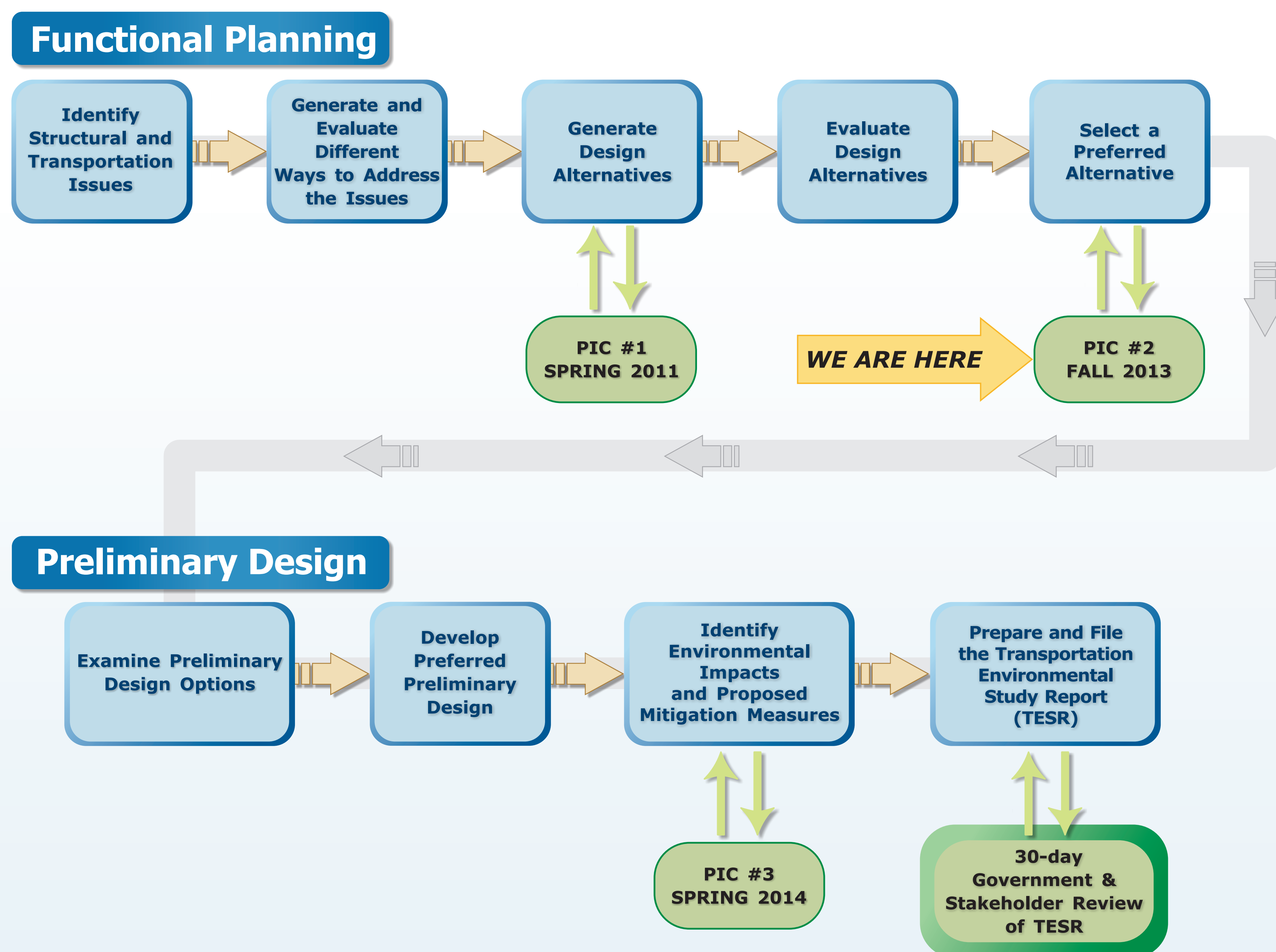
In addition to the QEW and the Garden City Skyway, there are a number of built heritage features (e.g. bridges, houses, churches) and cultural heritage landscapes (e.g. roadscape, residential, industrial) within the study area.

CLASS ENVIRONMENTAL ASSESSMENT PROCESS

This study is following the approved environmental planning process for Group 'B' projects under the Ministry of Transportation (MTO) *Class Environmental Assessment for Provincial Transportation Facilities 1999, as amended in 2000*. The MTO Class Environmental Assessment (EA) is a process approved by the Ministry of the Environment for the planning and design of provincial highway projects.

Public consultation is key to the study, and the public is encouraged to provide input at any point during this project. To facilitate public involvement, Public Information Centres (PICs) are being held at key study stages.

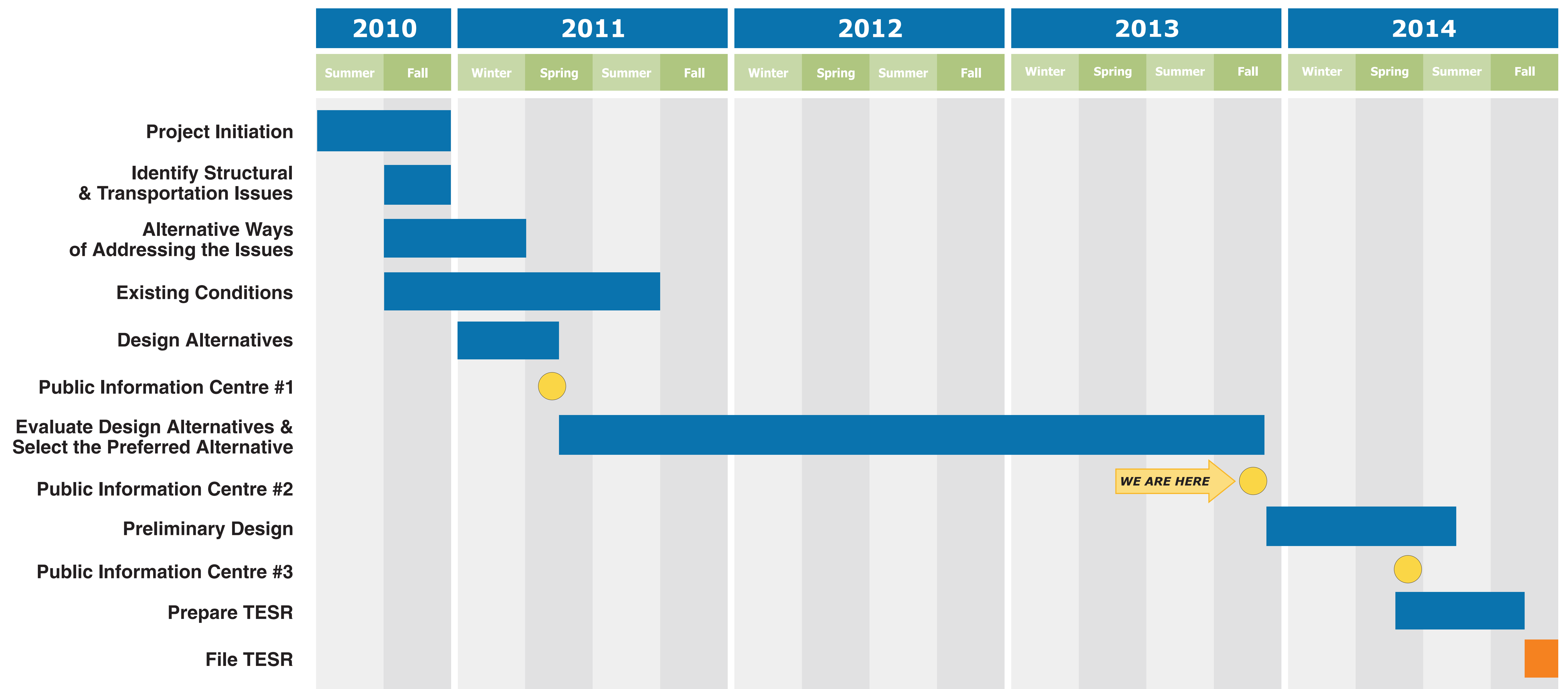
The overall Class EA planning process approach and key tasks are illustrated in the diagram below. This process consists of two major phases: **Functional Planning and Preliminary Design**.



Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public review period.

STUDY PROCESS AND SCHEDULE

The following outlines key study activities and the anticipated schedule:



Note: The study schedule was revised to provide additional time for further investigations and analysis in support of the evaluation of alternatives.

SUMMARY OF PIC #1

The first Public Information Centre (PIC #1) was held on March 30, 2011.

The purpose of PIC #1 was to discuss and obtain input on:

- The study process;
- Existing conditions;
- Problems and opportunities;
- The alternatives to the undertaking;
- The generation and evaluation of design alternatives; and
- The next steps.

Approximately 45 people attended PIC #1 and 18 comment submissions were received.

The most frequent comments received at PIC #1 and in formal comment submissions related to:

- Heritage value of the bridge;
- Visual appeal of the bridge;
- Concerns regarding potential construction and operational impacts;
- Concerns regarding potential property requirements and property impacts;
- Support for a particular alternative (bridge or tunnel);
- Highway safety and driver visibility; and
- Desire for a 'signature' bridge.

Details from PIC #1 are available for review:

Copies of the PIC #1 displays and summary report are available for review.

Please see the binders on the tables. The PIC #1 displays are also available on the project website: www.qewgcs.ca.

ACTIVITIES SINCE PIC #1

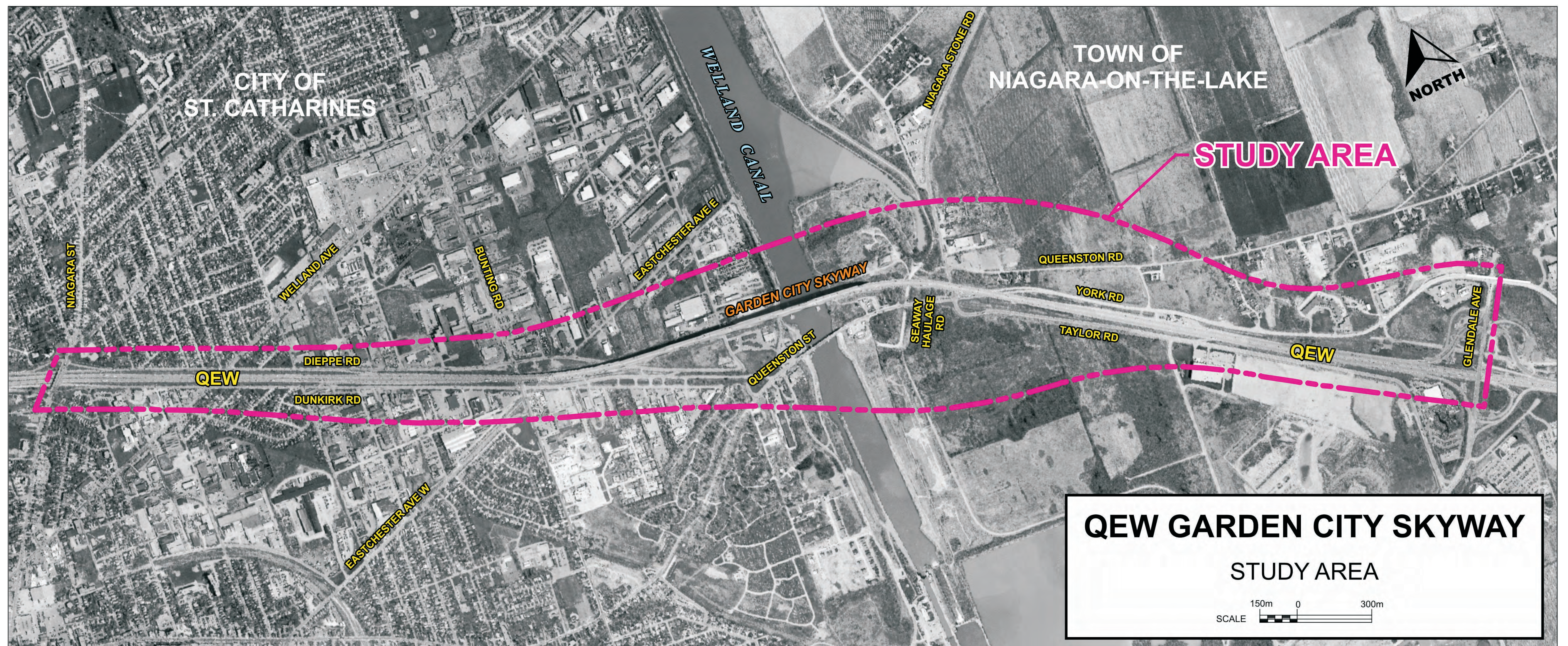
The activities that have occurred since PIC #1 include the following:

- Reviewed and responded to comments received;
- Continued with field investigations and data collection;
- Developed and evaluated planning design alternatives;
- Evaluated the short list of alternatives and identified concepts to be carried forward for further development and analysis;
- Held an independent Value Engineering / Cost Risk Assessment Workshop; and
- Evaluated and selected a Technically Preferred Alternative.

In addition to the above activities, consultation has been ongoing through the project website and follow-up with municipal staff and local stakeholders in support of the evaluation of alternatives.

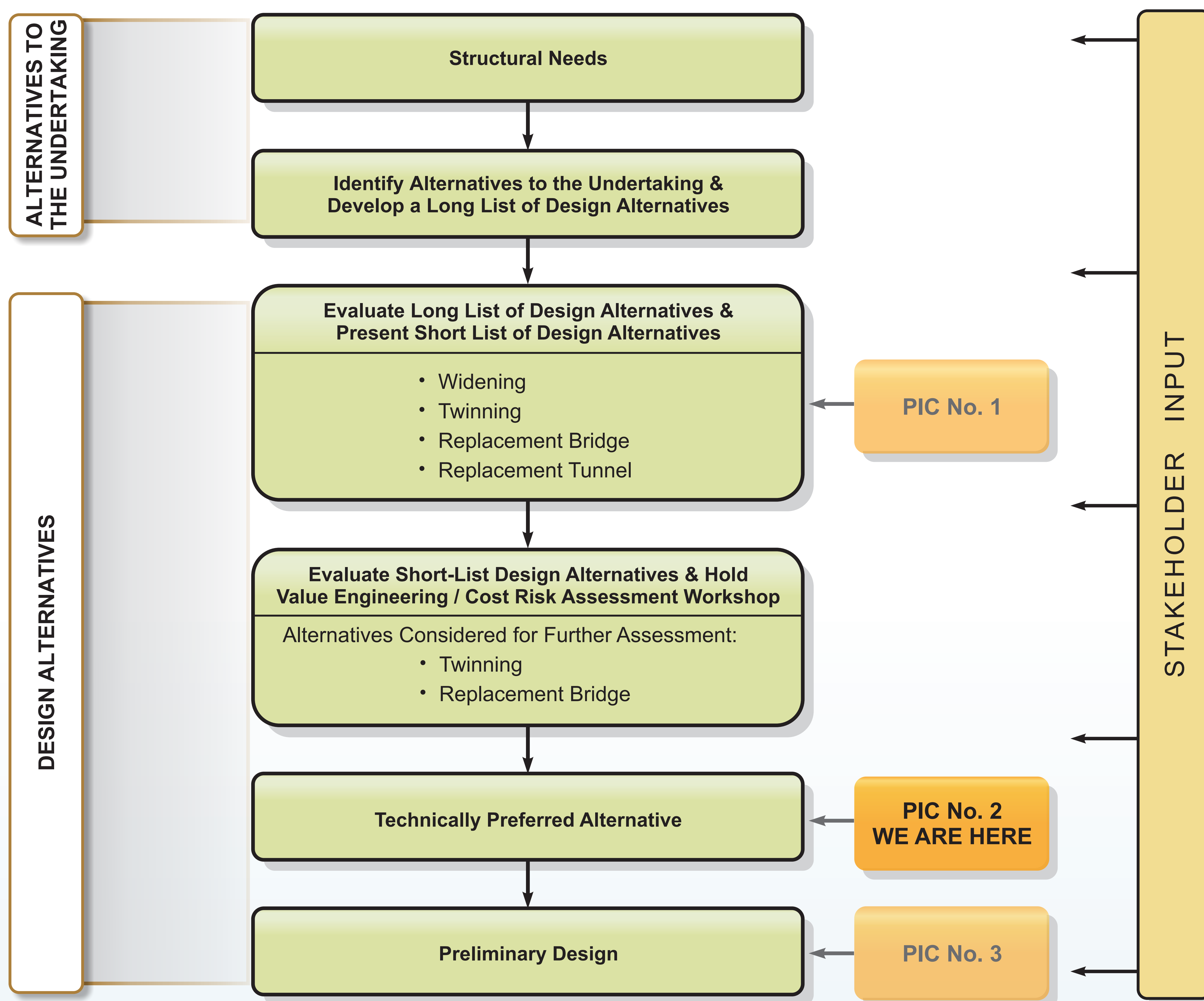
STUDY AREA FOR ALTERNATIVES AND ALIGNMENTS

The study area is shown on the key plan below.



The alternatives were presented at PIC #1. The PIC #1 displays are available in the binders on the tables and online at: www.qewgcs.ca.

ASSESSMENT AND EVALUATION PROCESS



EVALUATION METHOD

The evaluation method used to identify the technically preferred alternative was presented at PIC #1.

The evaluation has been carried out using the **Reasoned Argument** method. The **Reasoned Argument** method compares the differences in net effects and provides a clear rationale for the selection of the Preferred Alternative.

The rationale (“trade-offs”) that favours one alternative over all others has been derived from the following:

- Study purpose;
- Government legislation, policies and guidelines;
- Municipal policy (e.g., approved Official Plans);
- Issues and concerns identified during consultation with stakeholders; and
- The experience and expertise of the Project Team.

EVALUATION CRITERIA

The alternatives presented at PIC #1 have been evaluated using the following criteria:

Natural Environment

- Aquatic Species and Habitat (including species of conservation concern)
- Terrestrial Species and Habitat (including species of conservation concern)
- Drainage / Stormwater Management / Surface Water
- Groundwater
- Contaminated Sites / Excess Materials Management

Socio-Economic Environment

- Property Impacts (private property, businesses, utilities)
- Community Impacts (community services and facilities, recreational facilities)
- Nuisance Effects (Noise, Air Quality, Vibration)

Cultural Environment

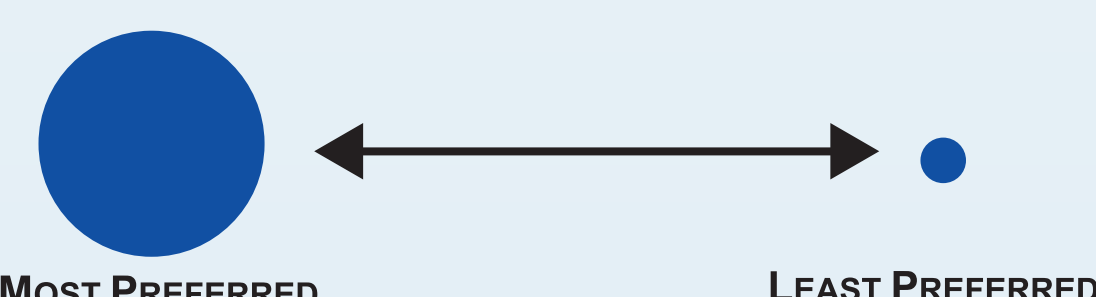
- Built Heritage
- Cultural Heritage Landscapes
- Archaeology

Technical Considerations

- Structural
- Transportation Operations
- Geometrics and Safety
- Constructability and Staging
- Utilities
- Future Maintenance
- Cost

EVALUATION - SHORT LIST OF ALTERNATIVES

FACTOR / CRITERIA / INDICATOR	WIDENING	TWINNING	REPLACEMENT BRIDGE	REPLACEMENT TUNNEL	SUMMARY
1.0 SOCIO-ECONOMIC ENVIRONMENT <ul style="list-style-type: none"> Property and Access Community Effects Nuisance Effects 	●	●	●	●	From a Socio-economic perspective, Widening is preferred because it impacts fewer residential and commercial properties than the other alternatives. The Replacement Tunnel is the least preferred alternative, as it has the greatest property impacts. Therefore, Widening is preferred.
2.0 CULTURAL ENVIRONMENT <ul style="list-style-type: none"> Archaeological Heritage Features 	●	●	●	●	Twinning is preferred from a Cultural perspective because it maintains the existing heritage bridge, and requires no significant modifications to the existing structure. Widening is less preferred than Twinning, as it requires significant modifications to the existing bridge. The Replacement Bridge and Replacement Tunnel are less preferred than Widening, as the existing heritage bridge is removed. The Replacement Tunnel is least preferred, as the existing heritage bridge is removed, and no new bridge is constructed. Therefore, Twinning is preferred.
3.0 NATURAL ENVIRONMENT <ul style="list-style-type: none"> Fisheries and Aquatic Habitat Terrestrial Ecosystems Designated Natural Features Contaminated Sites Excess Materials Management Surface Water Groundwater 	●	●	●	●	Widening is preferred over other alternatives because it has a relatively small footprint, and thus has the least Natural Environment impacts. The Replacement Bridge is slightly less preferred than Twinning because it has a larger footprint; however, they are considered to be similarly preferred. The Replacement Tunnel is least preferred because it results in watercourse impacts and has the largest footprint. Therefore, Widening is preferred.
4.0 STRUCTURAL ENGINEERING <ul style="list-style-type: none"> Constructability Staging Materials Cost Critical Infrastructure Protection Future Maintenance 	●	●	●	●	Twinning is slightly preferred, but considered similar to, the Replacement Bridge because it has the most structural flexibility for future improvements, has relatively few construction/foundations risks, and provides redundancy in the event that one of the bridges becomes unserviceable. The Replacement Bridge has relatively few construction/foundations risks; however, it is noted that the Replacement Bridge has a greater amount of excess materials than the Twinning or Widening alternatives. Widening is less preferred than Twinning or the Replacement Bridge due to lane reductions during the first phase of construction, potential constructability/foundations risks and challenges to future expansion. As compared with Twinning, the Replacement Bridge has a lower risk of higher-than-expected long term maintenance costs. The Replacement Tunnel is least preferred because it has the least structural flexibility for future improvements, has the greatest construction risk due to foundations/constructability issues, construction costs are higher than the other alternatives, and it has by far the largest amount of excess materials to be managed. The Replacement Tunnel provides redundancy in the event that one of the tunnel structures becomes unserviceable. Therefore, Twinning and the Replacement Bridge are similarly preferred.
5.0 TRANSPORTATION <ul style="list-style-type: none"> Flexibility Operations & Safety Impacts to Existing Network Utilities Highway Geometry 	●	●	●	●	With respect to highway geometry, Twinning, the Replacement Bridge and the Replacement Tunnel are preferred over Widening because they have the most potential to provide improved horizontal and vertical alignments for the QEW. Twinning has the most flexibility with respect to future capacity improvements. The Replacement Tunnel is the least preferred because it causes the greatest impact to local roads and utilities. Therefore, Twinning is preferred.
6.0 COST	●	●	●	●	See Structural Engineering Summary for a discussion regarding cost.
OVERALL SUMMARY	●	●	●	●	The Replacement Tunnel is the least preferred among the alternatives, as it has the greatest impact on all environments. It has the greatest property impacts, the greatest construction/foundations risks, the least flexibility for future improvements, and a much higher cost. Widening is less preferred than Twinning and the Replacement Bridge. Although it is preferred with respect to Socio-economic and Natural Environment impacts, it is less desirable in terms of structural engineering due to risks associated with construction and foundations. It also has significant challenges in terms of flexibility for future improvements. As compared with the Replacement Bridge, Twinning has the least impacts to Cultural Heritage, as the existing structure is maintained as-is. Twinning and the Replacement Bridge have similar Natural and Socio-economic Environmental impacts. Also, there are relatively few risks in terms of constructability for both Twinning and the Replacement Bridge. As compared with Twinning, the Replacement Bridge has less risk of unexpectedly high long-term maintenance costs. Twinning has the greatest flexibility for future expansion. While Twinning has some advantages over the Replacement Bridge, both alternatives have sufficient potential to be viable solutions for the study objectives. Therefore, both Twinning and the Replacement Bridge are carried forward for further development and evaluation.



For more information, please see the detailed evaluation tables, which are available in the binders on the tables.

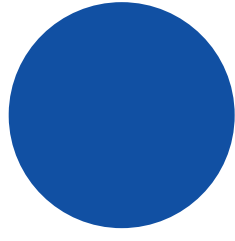
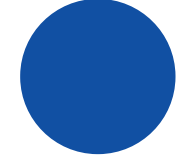
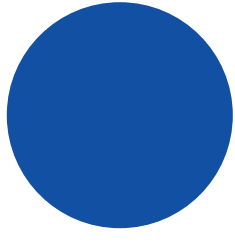

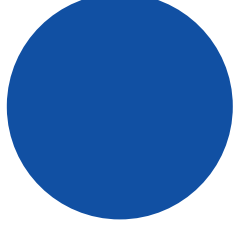
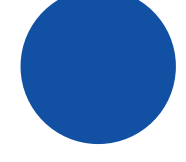
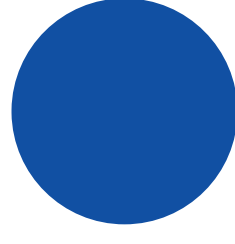
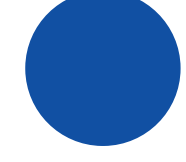
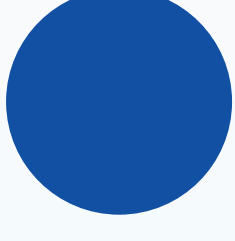

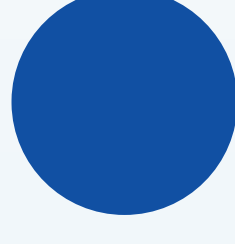

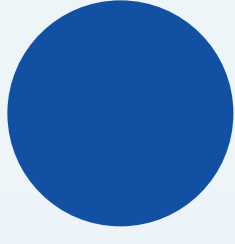

VALUE ENGINEERING / COST RISK ASSESSMENT STUDY

A combined 8-day Value Engineering and Cost Risk Assessment Workshop was held in Fall 2012.

- **Value Engineering (VE)**, is a systematic and function-based approach to improve the value of a project. VE involves an independent team of specialists following a structured process. Improvements to value might include reducing the life cycle cost of infrastructure, enhancing safety in a design, or reducing impacts to the public by shortening the duration of a construction project.
- **Cost Risk Assessment (CRA)**, is a systematic analysis of the scope, schedule and cost estimates of a project to evaluate the anticipated risks and uncertainties in the projected cost and schedule.
- An **independent team of specialists** focused on the Project Team's preliminary Technically Preferred Alternative.
- The goals of this workshop were to:
 - Ensure that the project is accomplishing necessary functions
 - Identify the risks to cost and schedule
 - Identify areas of unnecessary or excess cost
 - Challenge how the problem is being solved
 - Develop a range of technically viable design alternatives
 - Develop risk management and mitigation strategies
 - Compare Twinning Alternatives vs. Replacement Bridge Alternatives
- **Key Outcomes:**
 1. Recommended that Twinning be selected as the Technically Preferred Alternative.
 2. Recommended that both North and South Twinning alternatives be carried forward for further development and evaluation.
 3. Developed key design suggestions for the Project Team to consider during Preliminary Design.

RESULTS OF VALUE ENGINEERING / COST RISK ASSESSMENT

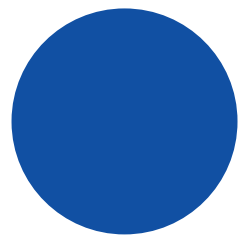

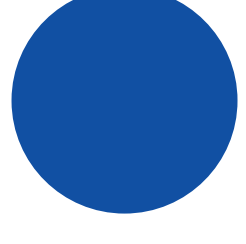
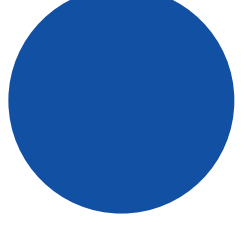
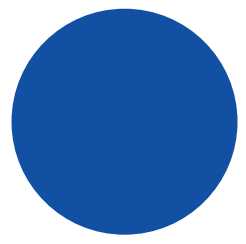
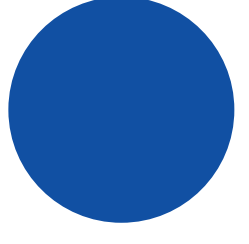
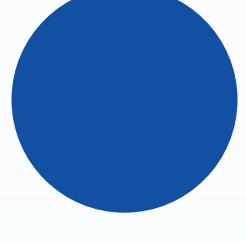

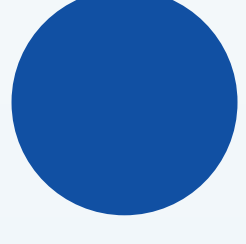
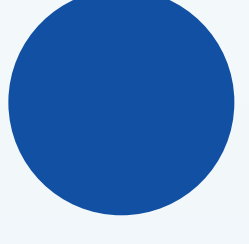


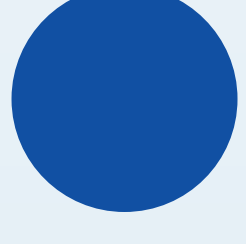

As a result of the Value Engineering and Cost Risk Assessment Workshop, the following evaluation was completed to compare the Replacement Bridge and Twinning alternatives.

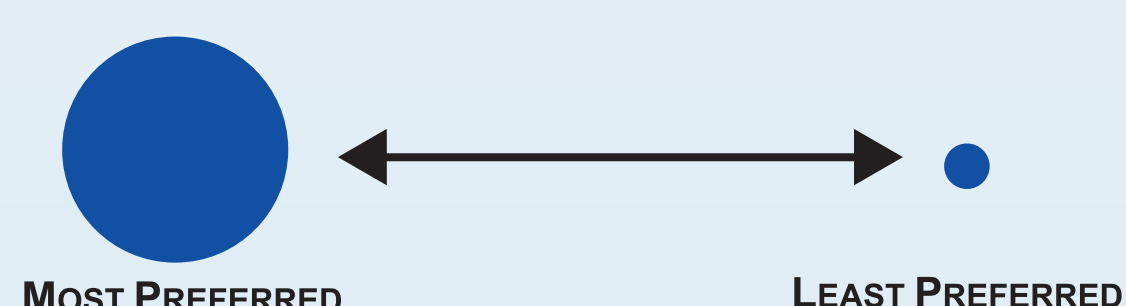
FACTOR/CRITERIA/INDICATOR	TWINNING	REPLACEMENT BRIDGE	SUMMARY
1.0 SOCIO-ECONOMIC ENVIRONMENT <ul style="list-style-type: none"> Property and Access Community Effects Nuisance Effects 			<p>From a Socio-economic perspective, Twinning is preferred because it has fewer property impacts. In particular, Twinning displaces fewer businesses along Dieppe Road in St. Catharines.</p>
2.0 CULTURAL ENVIRONMENT <ul style="list-style-type: none"> Archaeological Heritage Features 			<p>From a Cultural perspective, Twinning is strongly preferred because the existing heritage bridge is retained. This contrasts with the Replacement Bridge alternative, in which the existing bridge is demolished.</p>
3.0 NATURAL ENVIRONMENT <ul style="list-style-type: none"> Fisheries and Aquatic Habitat Terrestrial Ecosystems Designated Natural Features Contaminated Sites Excess Materials Management Surface Water Groundwater 			<p>Although Twinning has a slightly smaller 'footprint' as compared with Replacement, both alternatives are considered to have similar environmental footprint impacts. Twinning, however, generates a smaller quantity of excess materials that must be managed.</p> <p>Therefore, from a Natural Environment perspective, Twinning is slightly preferred.</p>
4.0 STRUCTURAL ENGINEERING <ul style="list-style-type: none"> Constructability Staging Materials Cost Critical Infrastructure Protection Future Maintenance 			<p>Twinning provides redundancy, easier inspection access and greater flexibility for future rehabilitation staging as compared with a single-bridge Replacement alternative. While the Replacement Bridge has a lower life-cycle maintenance cost, Twinning has a lower capital cost; Twinning has the lowest combined capital and life-cycle cost.</p> <p>Therefore, Twinning is preferred.</p> <p>It should be noted that the Replacement alternative could be constructed as two separate bridges, and this would provide comparable redundancy and ease of inspection access as compared with the Twinning alternative; however, a two-bridge Replacement would have significantly less flexibility for future rehabilitation staging.</p>
5.0 TRANSPORTATION <ul style="list-style-type: none"> Flexibility Operations & Safety Impacts to Existing Network Utilities Highway Geometry 			<p>The Replacement Bridge has more desirable highway geometry than Twinning, but this is expected to have a minimal impact on safety and operations. Twinning has more flexibility for future capacity expansion.</p> <p>Therefore, Twinning is preferred from a Transportation perspective.</p>
6.0 COST			See Structural Engineering Summary for a discussion regarding cost.
OVERALL SUMMARY			<p>From a socio-economic perspective, Twinning is preferred as it impacts fewer properties than the Replacement alternative.</p> <p>From a Cultural perspective, Twinning is strongly preferred as the existing heritage bridge is retained.</p> <p>From a Natural Environment perspective, Twinning is preferred as it results in fewer excess materials.</p> <p>From a Structural Engineering perspective, Twinning is preferred as it provides redundancy, ease of inspection access, and has flexibility for future rehabilitation staging. Twinning also has the lowest capital cost and lowest combined capital and life-cycle cost.</p> <p>From a Transportation perspective, Twinning is preferred since it provides more flexibility for future capacity expansion.</p> <p>Overall, Twinning is preferred in all factor areas as it results in the least overall impacts to Socio-Economic, Cultural, and Natural Environments. Additionally, Twinning provides more flexibility for future staging and capacity expansion, and has the lowest capital and lowest combined capital and life-cycle costs.</p> <p>Therefore, Twinning is preferred.</p>



COMPARISON OF NORTH TWINNING VS. SOUTH TWINNING

Following the recommendation of Twinning, the Project Team then compared alternatives on both the north side and south side of the existing bridge. The results of this comparison are as follows:

FACTOR / CRITERIA / INDICATOR	NORTH TWINNING	SOUTH TWINNING	SUMMARY
1.0 SOCIO-ECONOMIC ENVIRONMENT <ul style="list-style-type: none"> ● Property and Access ● Community Effects ● Nuisance Effects 			South Twinning impacts to existing businesses are significant and difficult to mitigate. North Twinning impacts several existing businesses; however these impacts are easier to mitigate than impacts due to the South Twinning Alternative. Therefore, North Twinning is preferred.
2.0 CULTURAL ENVIRONMENT <ul style="list-style-type: none"> ● Archaeological ● Heritage Features 			Both North and South have similar Cultural Environment impacts.
3.0 NATURAL ENVIRONMENT <ul style="list-style-type: none"> ● Fisheries and Aquatic Habitat ● Terrestrial Ecosystems ● Designated Natural Features ● Contaminated Sites ● Excess Materials Management ● Surface Water ● Groundwater 			Both North and South have similar Natural Environment impacts.
4.0 STRUCTURAL ENGINEERING <ul style="list-style-type: none"> ● Constructability ● Staging ● Materials ● Cost ● Critical Infrastructure Protection ● Future Maintenance 			North Twinning is further from the existing Homer Bridge and thus would have slightly fewer construction risks. Costs for North Twinning and South Twinning are similar. Therefore, North Twinning is slightly preferred.
5.0 TRANSPORTATION <ul style="list-style-type: none"> ● Flexibility ● Operations & Safety ● Impacts to Existing Network ● Utilities ● Highway Geometry 			Both North and South are similarly preferred from a Transportation perspective.
6.0 Cost			See Structural Engineering Summary for a discussion regarding cost.
OVERALL SUMMARY			Due to slightly lower constructability risks and more easily mitigated property/business impacts, North Twinning is preferred.








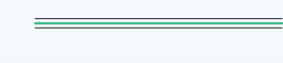


RATIONALE FOR THE TECHNICALLY PREFERRED ALTERNATIVE

Based on the assessment and evaluation of alternatives, **North Twinning has been identified as the Technically Preferred Alternative**. In comparison to South Twinning:

- From a **Socio-economic** perspective, North Twinning is preferred due to fewer business and employment impacts.
- From a **Cultural** and **Natural Environment** perspective, North and South Twinning are comparable.
- From a **Technical** perspective, North and South Twinning are similar for transportation and cost considerations; however, North Twinning is preferred because of constructability. In particular, from a constructability perspective, the North Twinning:
 - Has slightly lower constructability risk, as no construction is required between the existing Garden City Skyway and the Homer Bridge; and
 - Provides better flexibility for future replacement of the existing Homer Bridge.

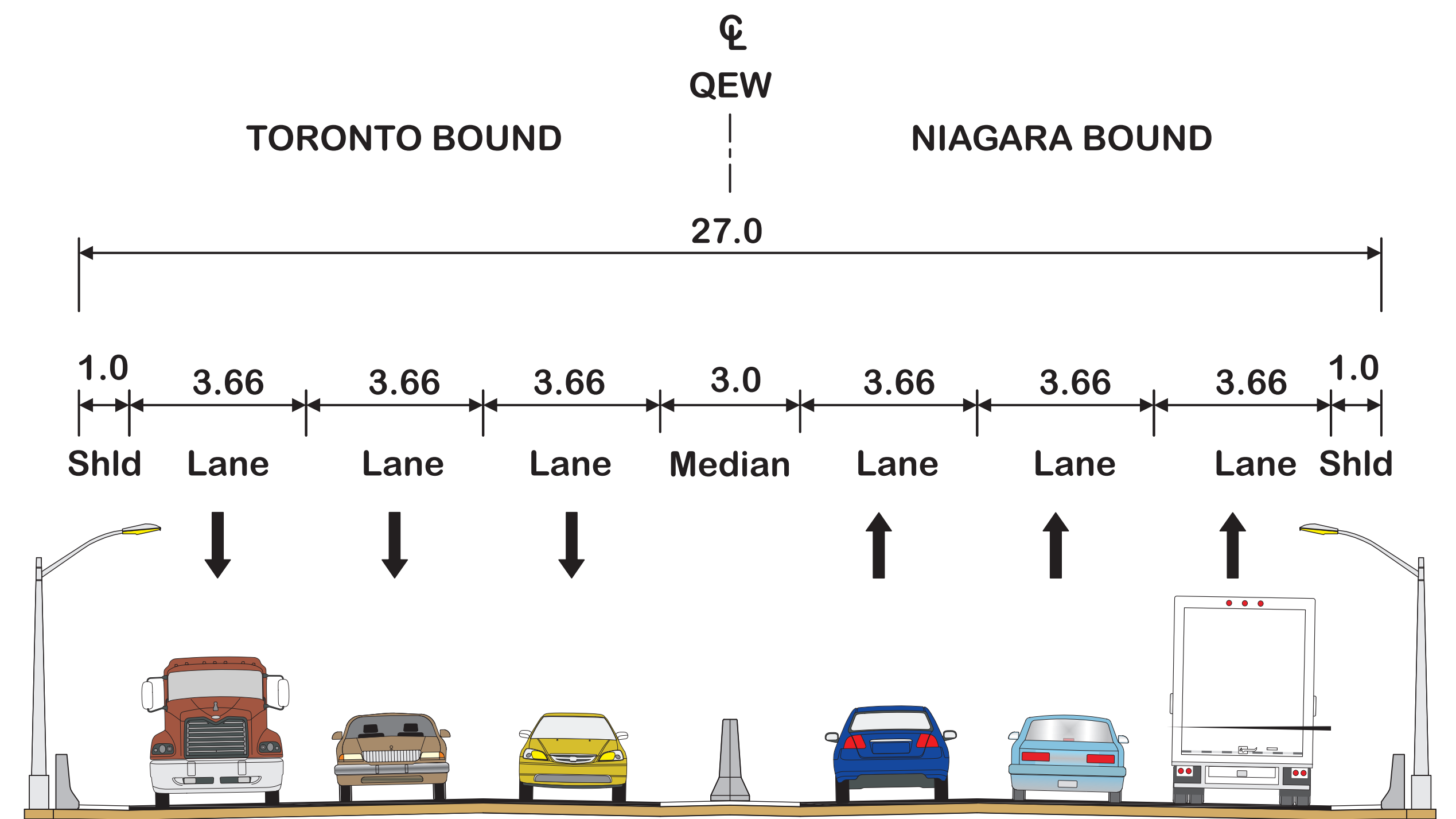
TECHNICALLY PREFERRED ALTERNATIVE



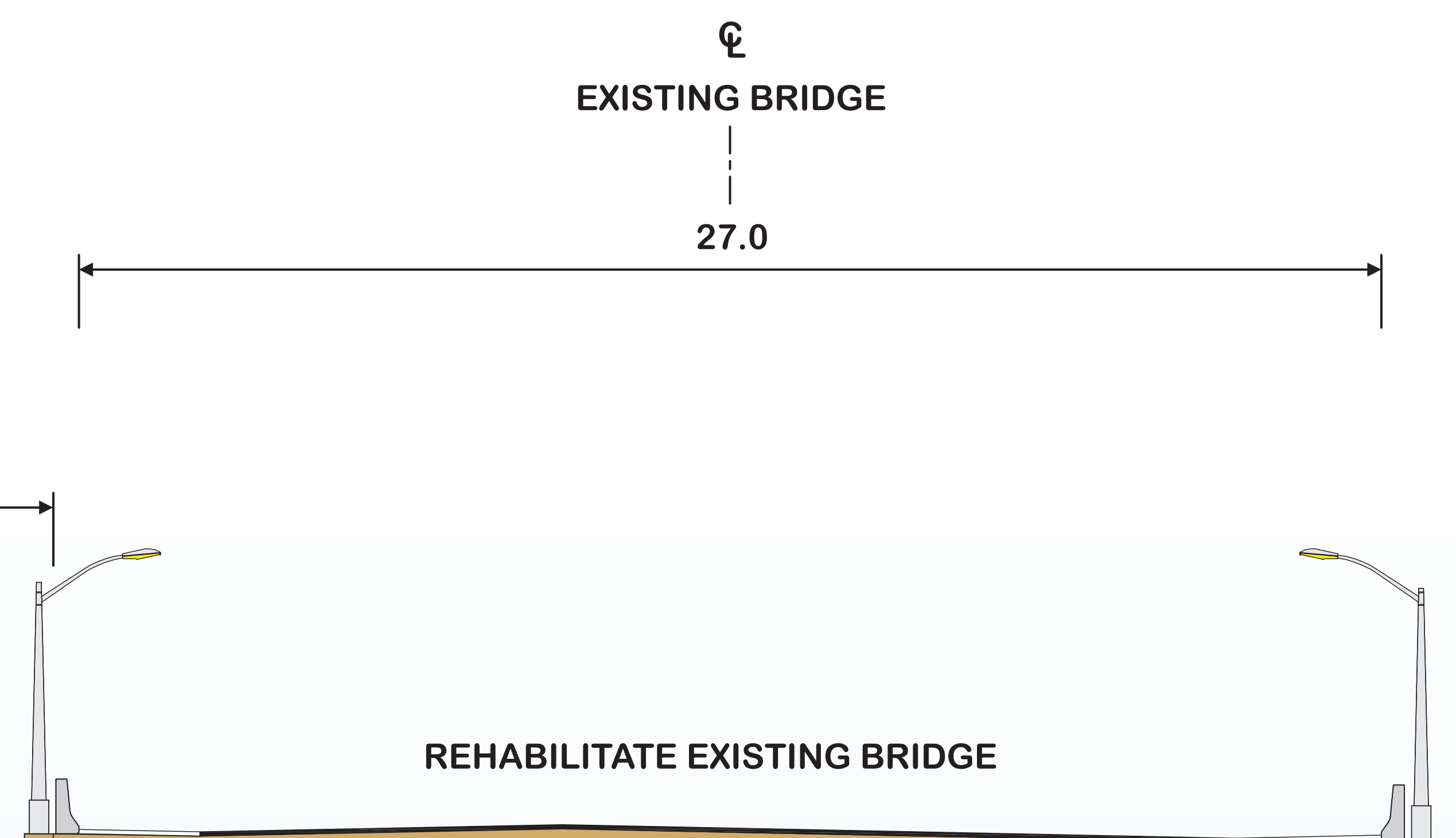
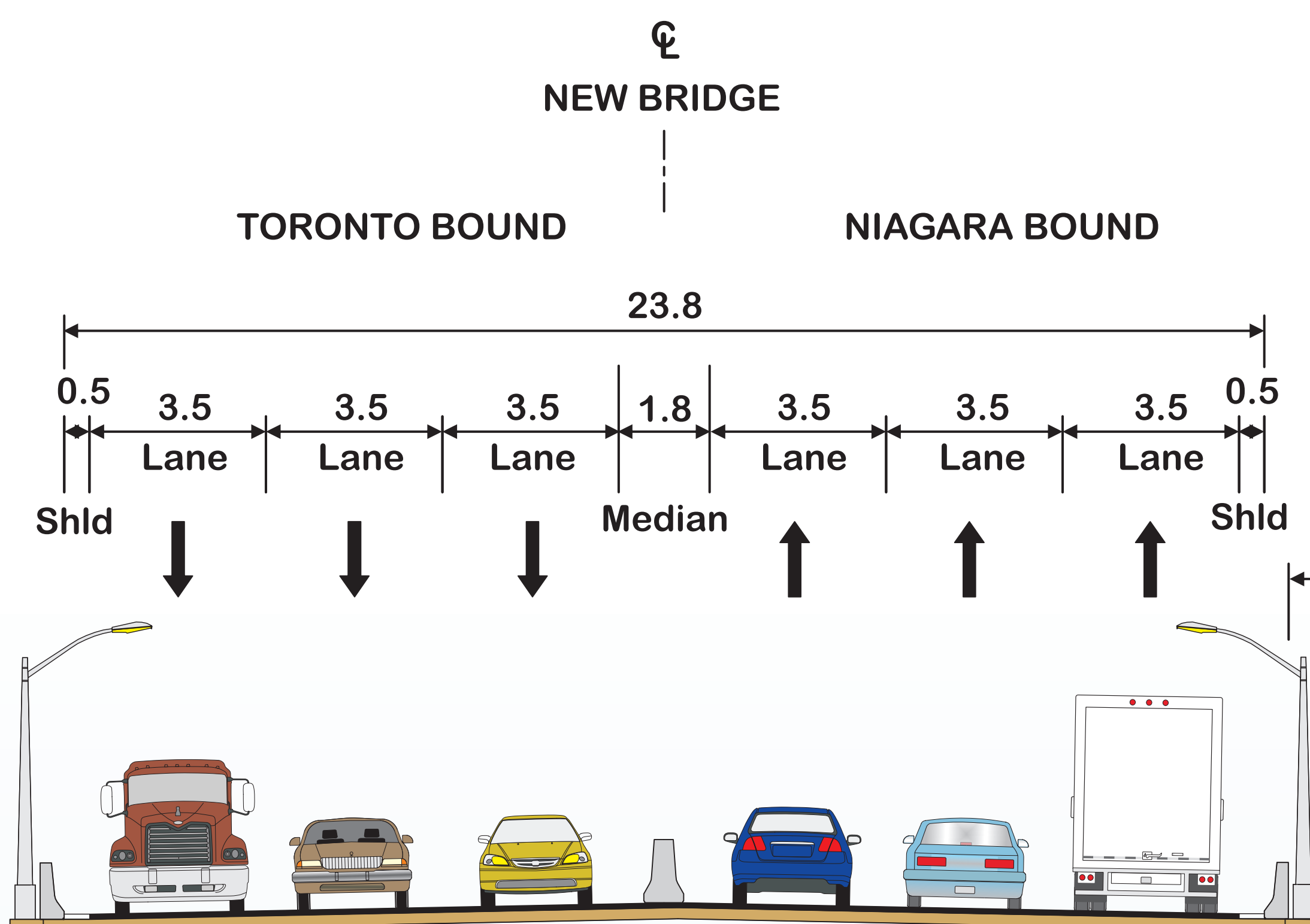
<p>PROJECT TITLE</p> <p>QEW GARDEN CITY SKYWAY 2008-E-0035</p>	 		<p>SCALE 150m 0 300m</p>  <p>1:16000</p> <p>DATE PIC No.2 October 22, 2013</p>	<p>LEGEND:</p> <ul style="list-style-type: none">  NEW HIGHWAY/BRIDGE CONSTRUCTION  REALIGNED MUNICIPAL ROAD  STUDY AREA  REMOVAL 	<p>DRAWING TITLE</p> <p>TECHNICALLY PREFERRED ALTERNATIVE (NORTH TWINNING)</p>
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TECHNICALLY PREFERRED ALTERNATIVE - CONSTRUCTION STAGING

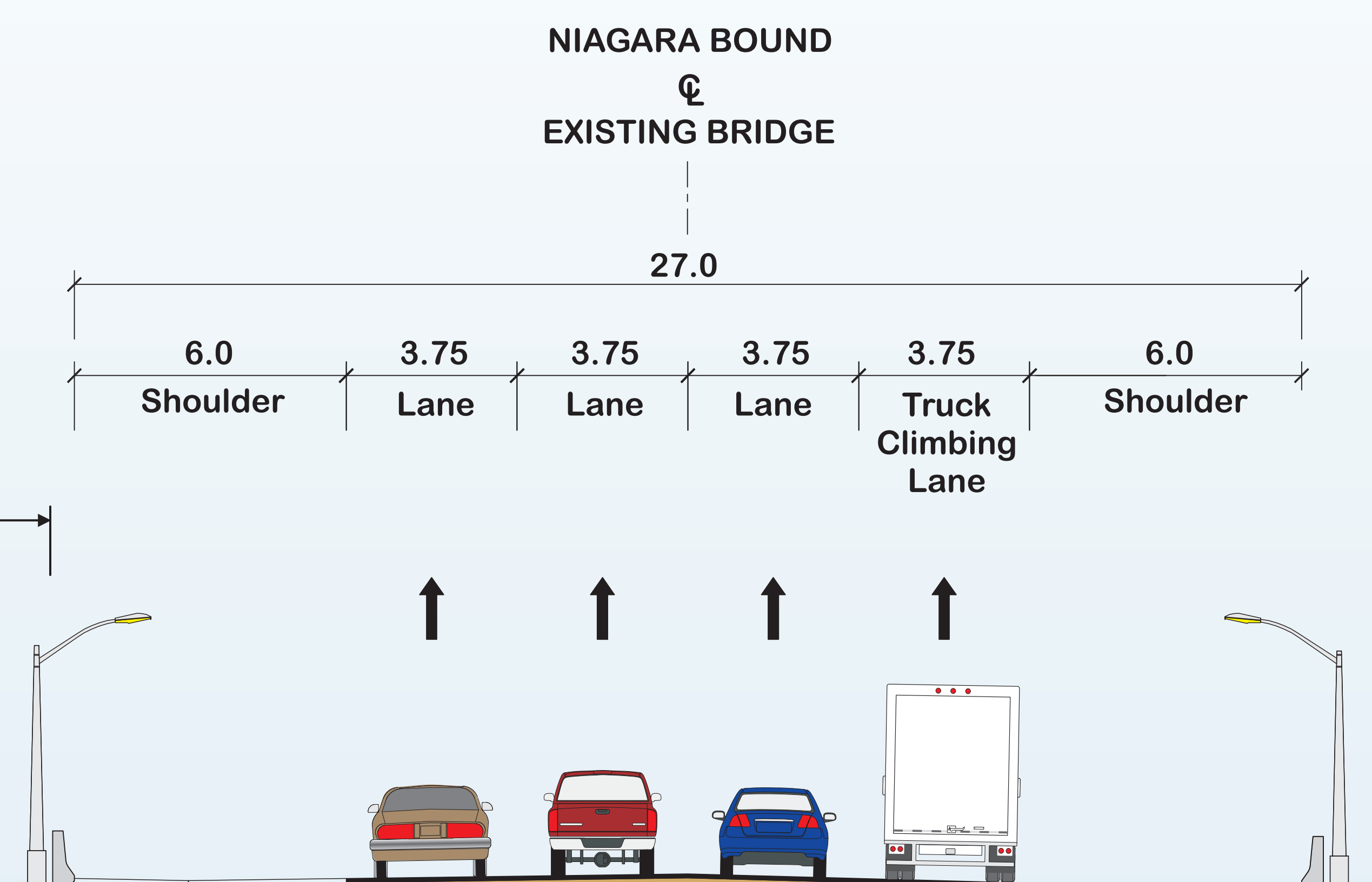
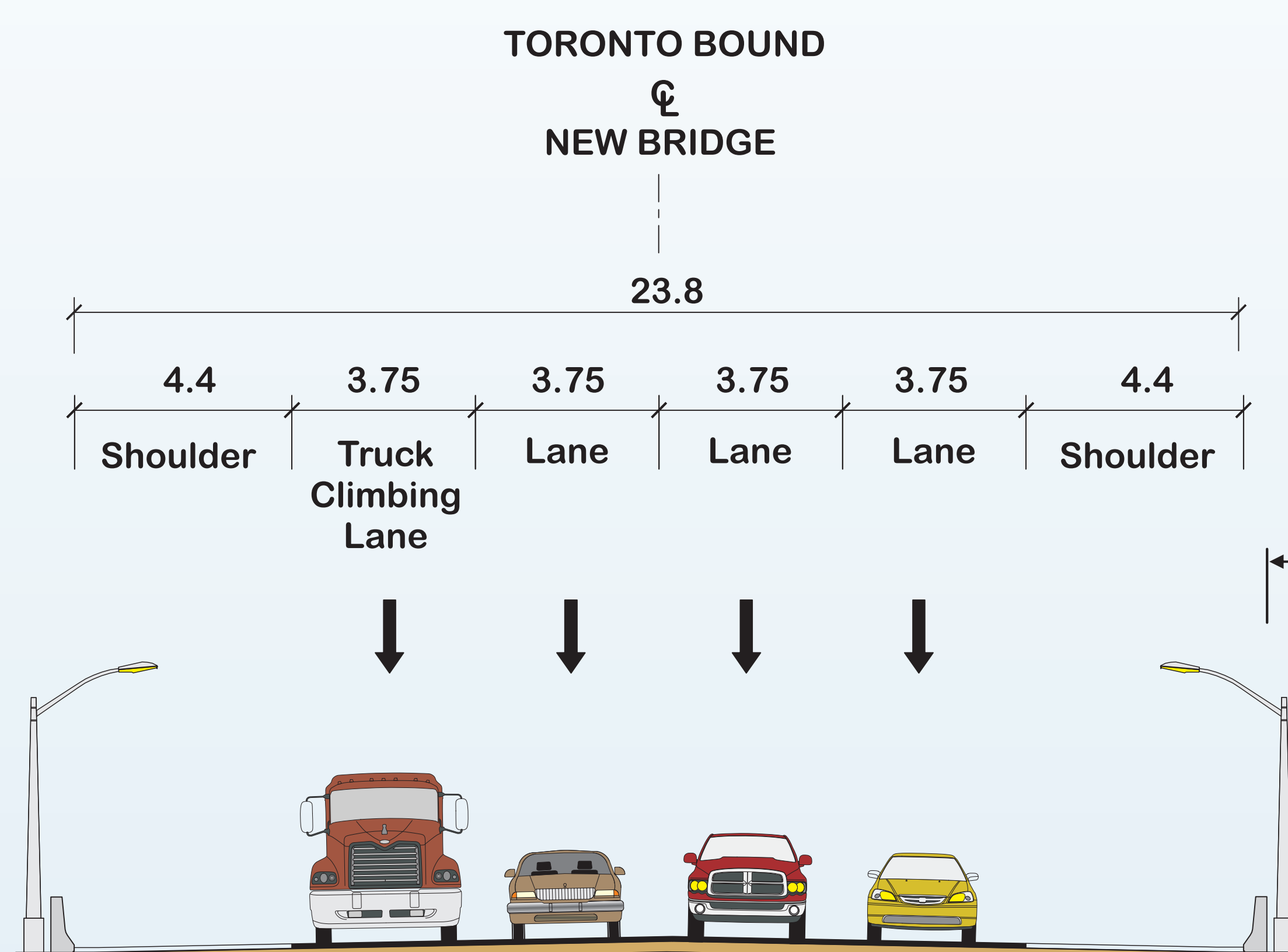
EXISTING CONDITIONS



STAGING



FUTURE CONDITIONS



Note: Dimensions will be further refined as part of the Preliminary Design Phase of this study.

IMPACTED PROPERTY

Currently, anticipated property impacts are preliminary and reflected by the footprint of the Technically Preferred Alternative. As the project proceeds to Preliminary Design, the property impacts and requirements will be more accurately defined. The Preliminary Design, associated impacts and mitigation will be presented at PIC #3.

What properties are impacted?



Prior to this PIC, letters were sent to potentially impacted property owners by registered mail. If you are unclear if your property is impacted or would like further information regarding what the impacts may be, please speak with the Project Team.

Please keep in mind that specific property impacts will be better understood once the Preliminary Design has been prepared.

What will happen if my property is impacted?



Copies of a brochure outlining the property purchasing process are available from the Project Team.

If you have questions regarding the property purchasing process, please follow up with the Ministry of Transportation Property representative in attendance at this PIC. Alternatively, you may submit your comments or questions to the Project Team for follow-up after this PIC.

NEXT STEPS

After this PIC, the following will be carried out:

- Review the comments received and respond to any questions;
- Confirm the Preferred Alternative based on comments received from the public and key stakeholders and through further technical assessment by the Project Team;
- Prepare the Preliminary Design;
- Develop mitigation measures to address potential impacts of Preliminary Design;
- Continue consultation with affected property owners; and
- Present the Preliminary Design at PIC #3 (tentatively scheduled for Spring 2014).

PLEASE COMPLETE A COMMENT SHEET

Would you like to be included on the study mailing list? Do you have questions or comments regarding the study? Please let us know your thoughts by completing a Comment Sheet.

Completed sheets can either be dropped in the box provided or submitted by mail or email to either of the following Project Team members:

Mr. Bill Cung, P. Eng.

Project Manager

Ontario Ministry of Transportation

1201 Wilson Avenue

Building D, 4th Floor

Downsview, ON M3M 1J8

Phone: (416) 235-3434

E-mail: project-team@qewgcs.ca

Mr. Sandy Nairn, MCIP, RPP

Consultant Environmental Planner

Ecoplans, a member of MMM Group Limited

2655 North Sheridan Way

Mississauga, ON L5K 2P8

Toll Free: 1-877-562-7947

Phone: (905) 823-4988

E-mail: project-team@qewgcs.ca

Please provide comments by Tuesday November 5, 2013

Thank you for attending!

Information presented today will also be available online at:

www.qewgcs.ca

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY

Information collected during this study will be used to assist the Ministry of Transportation (MTO) in meeting the requirements of the Environmental Assessment Act. This material will be maintained on file for use during the study and may be included in study documentation. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. You are encouraged to contact the MTO Project Team if you have questions or concerns regarding the information presented.

APPENDIX D:
NEWSPAPER ARTICLE

SCENE MEMBERS GET MORE 

Active Green + Ross® **Keep It Rolling** **AND WIN!**
COMPLETE TIRE & AUTO CENTRE
GET A CHANCE TO WIN YOUR TIRE PURCHASE **Weekly Draws**
OCTOBER 7TH TO DECEMBER 15TH, 2013
WIN PLUS: SAVE \$20 OFF  Oil Change or Winter Maintenance Pkg.
3 Grand Prizes OF **FREE GAS FOR A YEAR**

NEWS LOCAL

MTO wants skyway twin plan by 2014



By Grant LaFleche, The Standard
Wednesday, October 23, 2013 2:38:15 EDT PM



Grant LaFleche/Standard Staff. Two people review the Ministry of Transportation's plan to twin the Garden City Skyway.

The process to create a plan to twin the Garden City Skyway will forge ahead despite there being no funding to actually build it.

"It's not just this project, it's all projects right now. They all have that caveat," Ministry of Transportation spokeswoman Astrid Poesi said. "But funding is reviewed annually."

Poesi was speaking Tuesday at a public information session held at the Best Western hotel on Lake St., where preliminary plans for building a new bridge and refurbishing the existing skyway were shown.

Following a public information session last year, the MTO has put forward its preferred plan of twinning the skyway. Although there isn't any funding for construction at this point, Poesi said planning now is critical.

"Basically, something has to be done by 2025," she said. "The last time any work was done on the skyway was in 2003 to last for the next 23 years. Safety is our No. 1 priority."

Last year, the MTO presented several plans to the public, including demolishing the existing skyway and building a new one, refurbishing the existing bridge or twinning. Based on public feed back, the twinning option is now the top choice of MTO planners.

The public has until Nov. 5 to make comments on the current proposals. Those who missed Tuesday's meeting can find information on the project and comment online at www.qewgcs.ca.

Project manager Bill Cung said after reviewing public comments, the plan will be refined and move forward for an environmental assessment. He hopes to have the entire preliminary twinning plan completed by late 2014. The project cannot proceed beyond that point without funding, he said.

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APPENDIX E:

COMMENT-RESPONSE TABLE

SUMMARY OF AGENCY/STAKEHOLDER CORRESPONDENCE - PIC#2

Agency/Stakeholder	Comments Received (copied verbatim)	Response/Action
Provincial Agencies		
Ministry of Tourism, Culture and Sport Ontario Travel Information Centres	Email received October 7, 2013: To whom it may concern: I just receive the Notice of Public Information Centre #2 for the Garden City Skyway and unfortunately I will be away at our staff conference and will not be able to attend. Since the preferred alternative is anticipated on impacting the St. Catharines Travel Centre, I would like to arrange a separate meeting to discuss the details. Please contact me to arrange a meeting Many Thanks	Confirmed on contact list. Response sent via email on October 9, 2013: Thank you for your interest in the QEW Garden City Skyway Class Environmental Assessment. Sorry that you are unable to attend the Public Information Centre. We are happy to meet with you to discuss the project at a time that is more convenient for you. Are you available in the morning of October 22 nd , 2013? If not, we would appreciate if you could please provide your availability for alternative dates the weeks of October 13 or October 21, 2013. We can meet at your office or arrange a teleconference, if it is more convenient. We look forward to hearing from you.
	Response received via email on October 9, 2013: Hi I leave for my staff conference on October 20 th and return the 24 th Oct 13 th is Thanksgiving Sunday – I am off I am on vacation Oct 11 and 15 th as well Do you have any alternate dates?? Thanks	Response sent via email on October 9, 2013: Thanks for the quick reply. Sorry to hear that you are not available for the alternative dates we originally proposed. Please let me know your availability for the following weeks: <ul style="list-style-type: none"> • October 16-18; • October 28-November 1; or, • November 4-8. We look forward to hearing from you.
	Response received via email on October 9, 2013: The 28 th looks good Let me know Thanks very much	Response sent via email on October 9, 2013: Bill Cung, MTO Project Manager, and Brent Gotts, Consultant Assistant Project Manager, are available to meet with you in the morning on October 28, 2013. Please advise if 10:00 a.m. is suitable. As for the meeting location, would you prefer we meet at your office, or perhaps arrange a teleconference? We are also more than happy to welcome you to our office in Mississauga (Winston Churchill and the QEW) if that is suitable for you. Thanks for the ongoing discussions around arranging this meeting.
	Response received via email on October 9, 2013: Great If they will be down in this area we can meet in the boardroom here at the NF Travel Centre but if they're not a conference call is fine Let me know what they would like to do [REDACTED] Ps if it is via conference call will they be able to send drawings to me? Thanks	Response sent via email on October 11, 2013: Thank you for your feedback. We will arrange for you to have a conference call with Bill Cung and Brent Gotts on October 28, 2013 at 10:00 am. We will provide you with a drawing of the preferred alternative prior to the teleconference.
Municipal		
Town of Niagara-on-the-Lake Councillor	Comment sheet submitted at PIC. Noted preference for notification via email. Comments provided: I understand that you will need to expropriate land in NOTL. It is imperative that you treat these residents fairly. They did not ask to be displaced. For some this is the second time they have been impacted by MTO. I especially hope you will be fair with the St. Georges Congregation. The new bridge deck will be very close and disruptive. Perhaps you could have a meeting in Homer to give NOTL residents a second chance to participate.	Added to email contact list. Response sent via email on November 25, 2013: Thank you for attending the QEW Garden City Skyway Class EA Public Information Centre (PIC) #2 and for providing your feedback. The purpose of this email is to respond to the written comments you submitted at PIC#2 as well as a follow-up email outlining additional inquiries sent on your behalf by the Director of Public Works [REDACTED] – copied on this response). As you have noted, the technically preferred alternative will require partial or full acquisition of some properties. As part of the current round of consultation, a focused Potentially Impacted Property Owner Session was held the afternoon of October 22, 2013. Potentially impacted property owners were sent notification letters by registered mail inviting them to attend that session. The Project Team is also following up with owners who have expressed interest in property-specific discussions. The Ministry of Transportation (MTO) has procedures in place for property acquisition. Property negotiations will be carried out individually with property owners. Those directly affected will be compensated at fair market value for their property.
Town of Niagara-on-the-Lake Director of Public Works	Email received on November 7, 2013: Hello Bill, I have been asked to obtain clarification, on behalf of Councillor [REDACTED] with respect to how the Ministry of Transportation plans to compensate properties that will be affected by the proposed twinning of the Skyway but are not otherwise to be expropriated by the Province. He specifically identified the Anglican Church located on Queenston Road at Coon Road. While the building can essentially remain and street frontage may change, he expressed concern regarding noise and shadow, neither one of which can be properly mitigated. Would you be able to provide some insight as to when and how things would unfold that would address this issue? Thank you. Also, while I have your attention, Councillor [REDACTED] who chairs the Town's Public Works Advisory Committee and is a Town representative on the Region of Niagara's Transportation Steering Committee, has requested that a meeting be arranged with appropriate representation from various governmental bodies and authorities to further discuss planning for a Park & Ride Lot, GO Transit stop, and possible relocation of the Tourist Information Centre either at or in the immediate vicinity of the QEW/Glendale interchange sometime before year-end. Enter into the mix the pending ramp improvements to the north side of	Please note that at this point in the study, the anticipated property impacts are preliminary; as the project proceeds to Preliminary Design, the property impacts and requirements will be more accurately defined. The Preliminary Design, associated impacts and mitigation will be presented at PIC #3. PIC #3 is tentatively scheduled for Spring 2014. Your concerns regarding potential impacts to St. George's Anglican Church have been noted. We have notified St. George's Anglican Church regarding the study and invited them to attend PIC #2. It is anticipated that access to the Church will be modified due to the proposed reconfiguration of the surrounding municipal roads. The Project Team will be developing the plan for a revised access to the Church during Preliminary Design. We will continue to notify the Church regarding study updates and will be inviting Church representatives to PIC #3. Should Church representatives have any questions or concerns regarding the study they are invited to contact the Project Team at project-team@gewgcs.ca . As noted above, the impacts and mitigation measures associated with Preliminary Design of the preferred alternative will be presented at PIC #3. The Project Team includes a number of specialists who are providing input throughout this study. For example, a noise specialist will be reviewing the anticipated noise impacts related to the preferred alternative and will provide mitigation recommendations in accordance with current MTO policy. With the identification of the preferred alternative, the Project Team will move forward to further assessing impacts and mitigation; once those assessments have

SUMMARY OF AGENCY/STAKEHOLDER CORRESPONDENCE - PIC#2

Agency/Stakeholder	Comments Received (copied verbatim)	Response/Action
	<p>the interchange (required for the Outlet Collection of Niagara mall), the issue of re-activation of the EA study for the interchange which was closed and scheduled bridge rehabilitation - all requiring some clarity. I would appreciate it if you could refer me to appropriate contacts within the provincial ministries and Metrolinx who may best be able to address these matters so that I may orchestrate such a meeting. I will further be contacting the Region as they are a major player in all of this as well. Thank you.</p>	<p>been completed, we will be in a better position to discuss impacts and mitigation measures as part of PIC #3.</p> <p>Your interest regarding the potential relocation of the Ministry of Tourism, Culture and Sport's (MTCS) Travel Information Centre has been noted. MTCS has been included on the project contact list since the commencement of the study. A representative from the Travel Information Centre attended PIC #1 and the Project Team is continuing to follow up with that representative regarding impacts to the Travel Information Centre.</p> <p>Thank you for your suggestion of holding another PIC in Homer. Given the size of the study area it is felt that the venue selected for the PIC was appropriate and the Project Team has noted that residents of both St. Catharines and Niagara-on-the-Lake attended the PIC. If you are aware of any interested residents that were not able to attend the PIC please encourage them to contact the Project Team as we would be happy to discuss the project with them. It is also noteworthy that a copy of the PIC displays is available from the project website (www.qewgcs.ca).</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team at project-team@qewgcs.ca.</p> <p>Response sent via email on November 14, 2013:</p> <p>There are two parts to your inquiries in your November 7 email below. Part 1 deals with property issues related to the Garden City Skyway project. Councillor [REDACTED] also made same similar comment when he came to the PIC#2 on October 22, 2013. We are in the process of responding to Councillor [REDACTED]'s comment and will copy you as well for your information. This response will also address Part 1 of this email.</p> <p>With respect to Part 2 of the email, dealing with the Park & Ride Lot and possible relocation of the Tourist Information Centre, we suggest the following contacts so that you may want to proceed with setting up a meeting at your convenience:</p> <p>GO Transit, a Division of Metrolinx: [REDACTED] Director, Bus Services Email: [REDACTED] Phone: [REDACTED]</p> <p>Ministry of Tourism, Culture and Sport: [REDACTED] Regional Manager Niagara/Southwest Region Ontario Travel Information Centres Ontario Tourism Marketing Partnership Corporation Email: [REDACTED] Phone: [REDACTED]</p> <p>Ministry of Transportation: Bill Cung, P.Eng. Senior Project Engineer Planning and Design Hamilton & Niagara Section Ministry of Transportation 4th Floor, Building D 1201 Wilson Avenue Downsview, On M3M 1J8 Tel 416-235-3434 Fax 416-235-3576 E-mail: bill.cung@ontario.ca</p> <p>Other MTO staff may also attend the meeting as it relates to development issues and plan for the future Glendale Ave structure.</p> <p>If you have any questions, please let me know.</p>
<p>Town of Niagara-on-the-Lake Senior Planner</p>	<p>Comment sheet submitted at PIC. Noted preference for notification via email and indicated that <u>no</u> response was required. Comments provided:</p> <p>Some additional consideration of the impact of twinning the bridge on the cultural heritage landscape should be considered – beyond saving the original bridge. Impact on houses/business in NOTL from closing a portion of Queenston Rd. and expropriating – what are implications? Will there be improvements to Glendale interchange to improve traffic flow/access? Archaeology – need to ascertain requirements to do archaeological survey? Any other heritage resources impacted?</p>	<p>Added to email contact list. Although it was indicated that no response was required the Project Team opted to send a response. Response sent via email on November 29, 2013:</p> <p>Thank you for attending the QEW Garden City Skyway Class EA Public Information Centre (PIC) #2 and for providing your feedback.</p> <p>Your interest in built heritage, cultural heritage landscapes and archaeology is noted. The Project Team includes corresponding heritage and archaeology specialists who have been involved in reviewing existing conditions, providing input to the evaluation of alternatives and will document effects and proposed mitigation related to the preferred alternative. The scope of heritage assessment includes all identified heritage resources within the study area and is not limited to the QEW Garden City Skyway. The scope of archaeological assessment includes a Stage 1 Archaeological Assessment which will identify the need for any further assessment. Next steps for the Project Team include confirmation of the preferred alternative, preparation of the Preliminary Design and development of mitigation measures to address potential impacts of the Preliminary Design. The Preliminary Design, associated impacts and mitigation will be presented at PIC #3. PIC #3 is tentatively scheduled for Spring 2014.</p> <p>Your question regarding property impacts has been noted. Currently the anticipated property impacts are preliminary and as the project proceeds to Preliminary Design the property impacts and requirements will be more accurately defined. The Preliminary Design, associated impacts and mitigation will be presented at PIC #3.</p> <p>We note your question regarding potential improvements to the Glendale interchange. The scope of this study does not include improvements to the Glendale interchange. In 2010 Niagara Region commenced a Glendale/QEW/Highway 405 Planning Study and Environmental Assessment, and the QEW Garden City Skyway Project Team has been in touch with the team undertaking that study. The Project Team continues to coordinate and consult with Niagara Region staff and is also in contact with staff from the Town of Niagara-on-the-Lake and City of St. Catharines.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team at project-team@qewgcs.ca.</p>

SUMMARY OF AGENCY/STAKEHOLDER CORRESPONDENCE - PIC#2

Agency/Stakeholder	Comments Received (copied verbatim)	Response/Action
City of St. Catharines	<p>Comment sheet submitted at PIC. Noted preference for notification via email. Comments provided:</p> <p>We have had traffic operations concerns about the Beer Store driveway where the westbound QEW off-ramp and Dieppe Road merge. Motorists wanting to enter the Beer Store driveway occasionally stop in the left lane, wanting to make a right turn across a lane into the driveway. If a physical barrier or driveway realignment could be considered as part of this project, it would be advantageous.</p>	<p>Added to email contact list. Response sent via email on November 29, 2013:</p> <p>Thank you for attending the QEW Garden City Skyway Class EA Public Information Centre (PIC) #2 and for providing your feedback.</p> <p>Your concerns and suggestions regarding traffic operations along Dieppe Road near the QEW westbound off-ramp have been noted. The Project Team will keep this in mind as the Preliminary Design is prepared.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewqcs.ca) and feel free to contact the Project Team at project-team@qewqcs.ca.</p>
Town of Niagara-on-the-Lake	<p>Email received on October 23, 2013:</p> <p>Good afternoon. We would like to include a section on proposed changes to the QEW Garden City Skyway in the Town's coming newsletter. May I have permission to reproduce the photo below which was part of the material provided at last evening's PIC? I would be happy to give appropriate credit.</p> <p>Many thanks</p> <p>Response email received on October 25, 2013: Thank you very much. I may follow up at a later date for more information. Right now, I'm just providing a report on the PIC and general overview of the preferred option.</p>	<p>Response sent via email on October 25, 2013:</p> <p>You have our permission to use the photo as requested. I have attached a higher resolution version, if you'd prefer to use that.</p> <p>Please contact us at project-team@qewqcs.ca if you require any project related information for the newsletter.</p> <p>No response required.</p>
Media		
Niagara Advance	<p>Email received on October 8, 2013:</p> <p>Mr. Cung, you mentioned two meetings Oct. 22 at the Best Western but no times. Can you fill me in on the times of the meetings please? Thanks</p>	<p>Astrid Poei (MTO Communications) followed up via telephone call on October 8, 2013.</p>
The St. Catharines Standard	<p>Email received on October 8, 2013:</p> <p>Hello:</p> <p>I was at NOTL Town Council last night and am writing a story about the study on the Garden City Skyway. The consultants didn't know where the public meeting is being held Oct. 22 in St. Catharines and suggested we check your website. The only meeting I could see listed is the first one in 2011. Could you please give me the location and time for the meeting this month? I am filing a story tonight.</p> <p>Thank you.</p>	<p>Astrid Poei (MTO Communications) followed up via telephone call on October 9, 2013.</p>
Other Stakeholders		
Niagara Peninsula Conservation Authority	<p>Comment received via email on October 18, 2013:</p> <p><u>Attention: Sandy Nairn, MCIP, RPP</u></p> <p>Hi Sandy, the NPCA has reviewed the study area map on the website and find that there are NPCA regulated watercourses (Ontario Regulation 155/06) located east of the Welland Canal. There are also significant woodlands identified in the Region of Niagara's Official Plan. The NPCA would review your study documents based on the NPCA's regulations and the Niagara Planning Memorandum of Understanding. Please contact ██████████ Supervisor of GIS Services (ext. ████████) or by email (see address above) to obtain digital mapping information for the areas regulated by the NPCA. Please add me as the NPCA contact person for this project.</p> <p>Thanks.</p>	<p>Added to contact list. Response sent via email on November 29, 2013:</p> <p>Thank you for your interest in the QEW Garden City Skyway Class EA. Please note that this is a Ministry of Transportation project being undertaken as a Group "B" project under the <i>Class Environmental Assessment (Class EA) for Provincial Transportation Facilities</i> (2000) with the opportunity for input throughout the study. The Niagara Peninsula Conservation Authority (NPCA) has and will continue to receive notification of project milestones and the Project Team would be happy to receive and discuss any specific comments from NPCA. As requested, you have been added to the project contact list as the current NPCA contact.</p> <p>As noted in the PIC #2 notification/invitation sent to NPCA, the purpose of PIC #2 was to provide stakeholders an opportunity to review and comment on the results of the assessment and evaluation process, and to present the technically preferred alternative. Please note that the technically preferred alternative is a twin bridge structure to the north of the existing QEW Garden City Skyway. If NPCA has any comments regarding the technically preferred alternative please provide those comments in the near future.</p> <p>For your reference, a copy of the Public Information Centre (PIC) displays from PIC #1 (March 30, 2011) and PIC #2 (October 22, 2013) can be found on the project website (www.qewqcs.ca).</p> <p>Next steps for the Project Team include confirmation of the preferred alternative, preparation of the Preliminary Design and development of mitigation measures to address potential impacts of the Preliminary Design. The Preliminary Design, associated impacts and mitigation will be presented at PIC #3. PIC #3 is tentatively scheduled for Spring 2014. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30 day public review period.</p> <p>We note your reference to natural environment features as shown in Niagara Region's Official Plan as well as digital mapping available from NPCA. The Project Team has previously obtained mapping from Niagara Region and natural heritage data from NPCA. We will follow-up with the NPCA's Supervisor of GIS Services to request current mapping.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewqcs.ca) and feel free to contact the Project Team at project-team@qewqcs.ca.</p>
Niagara Historical Society and Museum	<p>Comment sheet submitted at PIC. Noted preference for notification via regular mail. Comments provided:</p> <p>Your presentation in terms of heritage only mentions the heritage of the bridge itself and not the heritage of properties that may be effected below. If research has already been done then you should mention it. There are properties of concern below the bridge such as the Homer bridge. You may also have to take note of archaeological requirements before building begins. I am satisfied to hear you have selected a North bridge rather than South.</p>	<p>Added to mailing contact list. Response sent via mail on November 29, 2013:</p> <p>Thank you for attending the QEW Garden City Skyway Class EA Public Information Centre (PIC) #2 and for providing your feedback. Your comments regarding heritage and archaeology have been noted along with your satisfaction with the technically preferred alternative.</p> <p>The Project Team includes heritage and archaeology specialists who have been involved in reviewing existing conditions, providing input to the evaluation of</p>

SUMMARY OF AGENCY/STAKEHOLDER CORRESPONDENCE - PIC#2

Agency/Stakeholder	Comments Received (copied verbatim)	Response/Action
	<p>Thank you for the invitation to attend.</p>	<p>alternatives and will document impacts and proposed mitigation related to the preferred alternative. The scope of heritage assessment includes all identified heritage resources within the study area and is not limited to the QEW Garden City Skyway. The scope of archaeological assessment includes a Stage 1 Archaeological Assessment which will identify the need for any further assessment. Next steps for the Project Team include confirmation of the preferred alternative, preparation of the Preliminary Design and development of mitigation measures to address potential impacts of the Preliminary Design. The Preliminary Design, associated impacts and mitigation will be presented at PIC#3. PIC#3 is tentatively scheduled for Spring 2014.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team at project-team@qewgcs.ca.</p>
Public (including Potentially Impacted Property Owners)		
Resident of Markham	<p>Comment received via email on October 7, 2013:</p> <p>Hello,</p> <p>I would like to request being added to the contact list for the Garden City Skyway Class EA. My contact details are below. If you can please confirm that project information and notifications will be provided in future it would be greatly appreciated.</p> <p>Thank you</p>	<p>Added to contact list. Response sent via email on October 7, 2013:</p> <p>Thank you for your interest in the QEW Garden City Skyway Class Environmental Assessment. We have added you to our mailing list, and you will receive future notifications regarding the study.</p>
Adjacent Property Owner	<p>Email received on October 8, 2013:</p> <p>Good morning Sandy and Bill,</p> <p>Hope you're enjoying the sunny weather today.</p> <p>We received notification of the PIC scheduled for Oct 22, 2013, and I was hoping to receive a little more information on the EA process and current status.</p> <p>Would you be able to tell me where the project team is currently at in the process? Also, would the EA be available for our review? If so, when would that be? If we are not able to attend the PIC, would we be able to receive information/presentation on the preferred alternative and provide comments/feedback via email or telephone?</p> <p>Thanks for your help</p>	<p>Added to contact list. Response sent via email on October 10, 2013:</p> <p>Thank you for your interest in the QEW Garden City Skyway Class Environmental Assessment. We are happy to provide you with more details in regards to the Study.</p> <p>The Project Team is nearing the end of the Functional Planning stage of the Class Environmental Assessment. The Technically Preferred Alternative has been identified. The Preferred Alternative will be confirmed after Public Information Centre (PIC) #2, based on comments received from the public and key stakeholders, and through further technical assessment by the Project Team.</p> <p>Once the Preferred Alternative has been confirmed, the Project Team will begin preparing the Preliminary Design, and mitigation measures will be developed to address the potential impacts of Preliminary Design. The Preliminary Design will be presented to the public and key stakeholders at Public Information Centre #3, tentatively scheduled for Spring 2014.</p> <p>Upon completion of the Study, a Transportation Environmental Study Report (TESR) documenting the Class Environmental Assessment will be prepared and made available for public review and comment. We anticipate that the TESR will be filed for public review by the end of the year 2014.</p> <p>If you are unable to attend the Public Information Centre (PIC) on October 22, 2013, the information presented at the PIC will be available for review on the project website (www.qewgcs.ca) on October 23, 2013. We can also arrange to send you a PDF copy of the PIC displays on that day if you would prefer it. You are welcome to provide any comments or feedback regarding the Technically Preferred Alternative to the Project Team via email at project-team@qewgcs.ca.</p>
	<p>Contact phoned Bill Cung (MTO) on October 10, 2013 inquiring about potential impacts to the site at [REDACTED].</p>	<p>Response sent via email on October 10, 2013:</p> <p>Thank you very much for calling me this morning to inquire about potential impacts to the site located at [REDACTED]. Letters to potentially impacted owners were sent out last week on Oct 4, but none was sent out to the owner at the [REDACTED] site. As such, it does not seem that the property for this site is impacted by the project. We will proceed to a more detailed design in the next few months to more accurately define property requirements. This information will be presented at the third and final PIC in the spring of 2014. Should there be any changes, we will let you know.</p>
	<p>Response received via email on October 10, 2013:</p> <p>Hi there,</p> <p>Thanks for your response to the questions.</p> <p>Is the EA available for stakeholder review? Will stakeholders received any information on the preferred alternative and potential impacts prior to the PIC on Oct 22 so that we can prepare comments and questions?</p> <p>Thanks again for your help</p>	<p>Response sent via email on October 15, 2013:</p> <p>A Transportation Environmental Study Report (TESR) will be available towards the end of next year 2014. When this report is filed with the MOE to obtain Environmental Approval (EA), the public will have 30 days to review it, and provide comments.</p> <p>Leading up to the filing of the report, the ministry will work with you to address your concerns. I believe you subsequently mentioned that [REDACTED] also owns the property at [REDACTED]. There is potential impact to this property, for which a letter to the property owner has been mailed out (letter was sent to [REDACTED] on Oct 4, 2013). I encourage you or your rep to attend the session for property owners which will be held on Oct 22 for more information. If you cannot attend the Oct 22 session for property owners, please let us know, and we can make alternate arrangements.</p>
	<p>Response received via email on October 10, 2013:</p> <p>Hi Bill,</p> <p>No problem, and thanks for getting back for me.</p> <p>Is there an EA available (or any additional information on the preferred alternative) for stakeholders to review prior to the PIC #2 scheduled for Oct 22?</p> <p>Thanks again for all your help.</p>	
	<p>Response received via email on October 15, 2013:</p> <p>Good morning Bill,</p> <p>Thanks for your response. I will look out for the letter that was sent out to us regarding [REDACTED]. We will try to attend the</p>	<p>Comment noted. No response required.</p>







SUMMARY OF AGENCY/STAKEHOLDER CORRESPONDENCE - PIC#2

Agency/Stakeholder	Comments Received (copied verbatim)	Response/Action
	<p>meeting on Oct 22nd, but if we are unable to make it for some reason, I will let you know so that we can make an alternate arrangement.</p> <p>Thanks again for all your help Bill, appreciate it!</p> <p>Regards</p>	
	<p>Email received on October 16, 2013:</p> <p>Hi Bill,</p> <p>Would you be able to provide us with a copy of the presentation/slides for us to review prior to the Oct 22nd meeting?</p> <p>Thanks</p>	<p>Response sent via email on October 16, 2013:</p> <p>Unfortunately I cannot provide you with a copy of the display boards to be presented at the Oct 22 Public Information Centre (PIC), as they are still being put together. However, the display board info will be made available for viewing on the project website www.qewgcs.ca on Oct 23, the day after the PIC. (Note: The display boards will not have any specific detailed info on individually impacted properties). That is why a "property owner pre-session" on the same day, between Noon and 1pm, is specifically reserved to discuss issues related to properties that are impacted. You are encouraged to attend the pre-session or send a delegate to attend. If not, we can arrange a separate meeting if required.</p>
Métis Nation of Canada	<p>Comment received via email on October 9, 2013:</p> <p>Dear Sandy,</p> <p>Can you add us on the out-bound e-mail list....</p> <p><u>We are interested in the Twinning of the Garden City Skyway Bridge.</u></p> <p>Comment received via website comment submission form on October 9, 2013. Noted preference for notification via email. Comment provided:</p> <p>We would love Study Notices. thank-you, and have a Metis Day !</p>	<p>Added to contact list. Response sent via email on October 10, 2013:</p> <p>Hello,</p> <p>Thank you for your interest in the QEW Garden City Skyway Class Environmental Assessment. We have added you to our contact list, and you will receive project updates via email as requested. Please find enclosed the Notice of Public Information Centre #2.</p> <p>If you require any additional information regarding the QEW Garden City Skyway Class Environmental Assessment, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team via email at project-team@qew-gcs.ca.</p>
Resident of Niagara-on-the-Lake	<p>Comment received via website comment submission form on October 10, 2013. Noted preference for notification via email. Comments provided:</p> <p>I have been living in a home located in the study area for almost 30 years. I enjoy my home immensely. Love the area even though it is close to the Skyway. The convenience of living close to road access to St. Catharines, Niagara on the Lake, Niagara Falls and Highway access is great. I work out of town and this makes travel time that much less. It is very unfortunate that I will loose (sic) my home due to the upcoming construction of a new SkyWay.</p> <p>Please add me to your contact list (I thought I had requested this earlier, but I have not seen any updates accept for the just received the letter notification for the next meeting on October 22 2013 which I may not be able to attend) Please keep me notified by email and letter on any upcoming information that may be available.</p> <p>Thank You.</p> <p>Response received via email on October 15, 2013:</p> <p>Thank you for the response. I will be booking a day off work to attend the meeting in St Catharines on the 22.</p>	<p>Response sent via email on October 15, 2013:</p> <p>Thank you for your comments regarding the QEW Garden City Skyway Class Environmental Assessment. If you are unable to attend the Potentially Impacted Property Owner Session and Public Information Centre #2 on October 22, 2013, we are happy to arrange for a member of the Project Team to call you to discuss the impacts to your property, at a time more convenient for you.</p> <p>We would also like to confirm that you are currently included on the project contact list. You have not missed any notifications regarding the QEW Garden City Skyway Class Environmental Assessment. We will send you future notifications by both mail and email as requested.</p> <p>For more information regarding the QEW Garden City Skyway Class EA, please visit the project website at www.qewgcs.ca. If you have any further questions please do not hesitate to contact the Project Team via email at project-team@qewgcs.ca.</p> <p>No response required.</p>
Resident of Niagara-on-the-Lake	<p>Phoned Brent Gotts (MMM Group) on October 11, 2013 to make arrangements for a discussion with the Project Team regarding his concerns about impacts to his home business, the property acquisition and appraisal process, and construction timing. B. Gotts offered to arrange a teleconference that would include members of the Project Team including a property representative from MTO.</p>	<p>Mark Patterson (MTO Property Representative) followed up via telephone call on January 24, 2014 to address questions regarding the property acquisition process and timeline. Shannon Cook (MTO Property Representative) followed up via telephone call on February 21, 2014 to address additional questions. Further follow up to occur to provide details regarding the relocation process related to property acquisition.</p>
Resident of Toronto	<p>Comment received via website comment submission form on October 17, 2013. Noted preference for notification via email.</p> <p>Please add me to the mailing list. Thanks</p>	<p>Response sent via email on October 18, 2013:</p> <p>Thank you for your interest in the QEW Garden City Skyway Class Environmental Assessment. We have added you to the contact list, and you will receive project updates via email as requested.</p> <p>For information regarding the QEW Garden City Skyway Class EA please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team via email at project-team@qewgcs.ca.</p>
Resident of St. Catharines	<p>Comment received via website comment submission form on October 18, 2013. Noted preference for notification via email. Comments Provided:</p> <p>I do not believe that widening the QEW further and "twinning" the Garden City Skyway should be a preferred option to meet our future transportation needs in Niagara. What we should be focusing on instead is rail transportation. Rail has consistently been shown to be more sustainable, environmentally friendly, and also in line with the Greenbelt vision of intensifying development in urban areas while limiting sprawl into farmlands. The Golden Horseshoe already has one of the densest populations in North America, making it suitable for commuter rail, especially as our population continues to show high growth well into the future. Highways alone simply cannot accommodate the level of growth and density that is projected in the Golden Horseshoe area. The fact that the MTO just completed the widening of the QEW from 4 to 6 lanes through St. Catharines and is already looking at expanding it further illustrates how automobile travel ca n't (sic) keep up.</p> <p>Along with a possible mid-peninsula highway connection, the MTO needs to focus on expanding rail to Niagara (whether it be GO or VIA) and providing a daily schedule that is flexible to commuters.</p>	<p>Added to email contact list. Response sent via email on November 29, 2013:</p> <p>Thank you for interest in the QEW Garden City Skyway and for sharing your comments. As requested, you will receive project updates via email.</p> <p>Your concerns regarding twinning of the QEW Garden City Skyway and your preference for rail transportation alternatives have been noted.</p> <p>In response to your comment regarding further expansion of the QEW, we would like to clarify some of the objectives of the proposed improvements to the QEW crossing of the Welland Canal. The purpose of this study is to address the long-term structural, traffic safety and operational needs of the QEW crossing of the Welland Canal and no additional traffic capacity on the QEW through St. Catharines is being proposed. Previously, the Skyway has always carried two lanes of traffic as well as one truck-climbing lane (TCL) in each direction. These TCLs were lost due to the widening of the QEW from 4 to 6 lanes in 2011. The bridge has long, sustained grades that result in reduced speed for heavy vehicles, and this can impede traffic and reduce safety performance. TCLs provide opportunities for other vehicles to pass slower-moving trucks, and minimize the operational and safety issues associated with large, slowly moving vehicles travelling in mixed traffic on long climbs. The recent widening of the QEW has eliminated the original function of the TCLs on the Garden City Skyway, effectively causing the Skyway to become a traffic bottleneck on the QEW. This project will allow the reintroduction of the truck-climbing lanes (TCLs) to the QEW Garden City Skyway.</p> <p>Additionally, the Garden City Skyway currently has only minimal (approximately 1 metre) shoulder widths, which are undesirable for the safe operation of traffic and emergency response. The technically preferred alternative also addresses the existing issue of the vertical crest curve not conforming to current design guidelines.</p>

SUMMARY OF AGENCY/STAKEHOLDER CORRESPONDENCE - PIC#2

Agency/Stakeholder	Comments Received (copied verbatim)	Response/Action
		<p>The possibility of incorporating a rail link into the QEW crossing of the Welland Canal was considered by the Project Team and discussed with GO Transit early in the study. The concept was deemed to be not technically feasible for several reasons. The grade requirements for a rail bridge versus a road bridge differ. To incorporate rail on the Skyway significantly longer and flatter approaches and bridge structure would be required. This would substantially increase cost and result in additional property impacts to accommodate the grading requirements. The existing CN mainline rail track (which would provide GO Rail service to the region) is located approximately 3 km south of the QEW. To combine the QEW and rail would require a substantial realignment of the existing track through built-up areas of St. Catharines, which would be very costly and would result in major property impacts. Additionally, combining a rail crossing with the North Twinning technically preferred alternative would require the railway to cross to the north side of the existing QEW in St. Catharines, and cross back over to the south side of the QEW in Niagara-on-the-Lake, again resulting in significant cost and property impacts.</p> <p>Information regarding GO Transit expansion projects is available online at: www.gotransit.com/public/en/improve/environmentalassessments.aspx.</p> <p>The Ministry of Transportation is working to provide for the efficient movement of people and goods to meet the objectives of the province's Growth Plan. Information regarding the Ministry of Transportation's Niagara to GTA Corridor Planning and Environmental Assessment Study is available online at: www.niagara-gta.com.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewqcs.ca) and feel free to contact the Project Team at project-team@qewqcs.ca.</p>
Resident of St. Catharines	<p>Comment sheet submitted at PIC. Noted preference for notification via regular mail and email. Comments provided:</p> <p>██████████ Used Car Lot –</p> <p>→ Impact includes reducing our parking lot → this reduces our ability to carry the inventory that we sell. The reduction puts us out of business. I am looking for timelines. I am interested in having discussions for advance purchase.</p>	<p>Added to email contact list, added property contact name to mailing list. Response sent via mail and email on November 29 ,2013:</p> <p>Thank you for attending the QEW Garden City Skyway Class EA Potentially Impacted Property Owner Session and for providing your feedback. Your concerns regarding construction timing and desire to discuss advance property purchase have been noted.</p> <p>Currently the anticipated property impacts are preliminary and as the project proceeds to Preliminary Design the property impacts and requirements will be more accurately defined. The Preliminary Design, associated impacts and mitigation will be presented at Public Information Centre (PIC) #3. PIC#3 is tentatively scheduled for Spring 2014.</p> <p>The timing of construction commencement is subject to completing this preliminary design study (anticipated for late 2014), obtaining all approvals, acquiring all required properties, completing detailed design, and availability of funding. Following completion of the current Class EA study, the Ministry of Transportation (MTO) looks forward to proceeding with the subsequent detailed design phase which will help the MTO better determine the timing of construction. Construction is currently not in MTO's five (5) year program; however, this five year program is reviewed every year.</p> <p>Property acquisition is normally scheduled two to three years before a scheduled construction project. In cases where construction has not yet been scheduled, owners can initiate the advance purchase of their property on a willing buyer/seller basis, but only if most of the property is within the proposed right-of-way.</p> <p>A property owner may demonstrate hardship:</p> <ul style="list-style-type: none"> • If permits for development or redevelopment, which would otherwise have been approved, are denied because of the ministry proposal; or • If a property, which is substantially contained in the proposed right-of-way, has not sold after being listed on the open market at a reasonable price for a reasonable period of time. A reasonable price is defined as within approximately 10 percent of the market value as appraised by the ministry. <p>Advanced property purchases are subject to the availability of funding as well as the demonstration of hardship. Until these conditions are fulfilled, the ministry cannot consider the acquisition of property.</p> <p>To discuss the property purchase process please contact Mark Patterson, MTO Property Representative, by phone at 416-235-3874 or by e-mail at mark.patterson@ontario.ca</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewqcs.ca) and feel free to contact the Project Team at project-team@qewqcs.ca.</p>
Resident of St. Catharines	<p>Comment received via email on October 16, 2013:</p> <p>my name is ██████████, and i would like as much information on the skyway widening. My wife and i run a business on the site, and already rumors are circulating, regarding the closing of my business. In need to respond to my clients with accurate info. Thanks</p> <p>Comment sheet submitted at PIC. Noted preference for notification via regular mail. Comments provided:</p> <p>The property that I own is ██████████. I've had ██████████ here as far back as 2003. I've put over ██████████ in the land, from the buildings, and especially (sic) all the paving that went with it. Since 2008 I had a tenant operating my facility and paying a very handsom (sic) lease. After them hearing about this project, they terminated the lease and moved to another location, leaving me with no teams and no income, my livelihood (sic). I can not (sic) release to anyone else, because of some restriction. I would like the opportunity to speak to someone, that could give me some direction.</p>	<p>Confirmed on mailing list.</p> <p>Brent Gotts (MMM Group) followed up via telephone call on October 30, 2013. Resident was concerned that he had not been receiving study notifications, and was worried that the tenant on his property was intentionally misdirecting his mail. He asked for details regarding the dates that study notifications should have been received. He also noted that his clients had expressed concern regarding the study. He also noted a need to upgrade his parking facilities, and was concerned that this would not be a worthwhile investment if his property were to be displaced. Per his request, Resident was added to the project contact list.</p> <p>B. Gotts left a message with the Resident on November 11, 2013, informing him of the approximate dates of the Study Commencement, PIC 1 and PIC 2 newspaper notifications and mailings.</p>
Resident of St. Catharines	<p>The following feedback was received via website comment submission form on October 23, 2013. Noted preference for notification via email. Comments provided:</p> <p>If you choose the twinning of the Skyway bridge how will you overcome its design limitations in regards to the Niagara District Airport. Putting the new bridge north of the current location will intrude on air space requirements currently mandated by Transport Canada.</p>	<p>Added to email contact list. Response sent via email on November 29, 2013:</p> <p>Thank you for interest in the QEW Garden City Skyway and for sharing your comments. As requested, you will receive project updates via email.</p> <p>Your comments regarding air space requirements have been noted.</p> <p>The Project Team has been and will continue to be in consultation with the Niagara District Airport regarding the technically preferred alternative, and we are aware</p>

SUMMARY OF AGENCY/STAKEHOLDER CORRESPONDENCE - PIC#2

Agency/Stakeholder	Comments Received (copied verbatim)	Response/Action
	<p>Federal regulations will trump this option of a twinned bridge on the north side.</p> <p>Thanks.</p>	<p>of the air space requirements currently mandated by Transport Canada. As the study proceeds to Preliminary Design, the Project Team will continue to work with the Niagara District Airport to address the air space requirements and obtain the necessary approvals.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewqcs.ca) and feel free to contact the Project Team at project-team@qewqcs.ca.</p>
Resident of St. Catharines	<p>Comment received via email on October 23, 2013:</p> <p>Hi,</p> <p>I was unable to make the meeting yesterday, October 22, 2013. I have been trying to access the files online but the file link for the display boards used from yesterday seems to not be working.</p> <p>Can you either send me a copy of the Display Boards from the meeting or fix the link on your website?</p> <p>Thanks</p>	<p>Response sent via email on October 23, 2013:</p> <p>Thank you for your interest in the QEW Garden City Skyway Class Environmental Assessment.</p> <p>The link on the project website (www.qewqcs.ca) to the Public Information Centre #2 Display Boards has been repaired, and should now be working.</p> <p>If you have any further questions or comments, please feel free to contact the project team at project-team@qewqcs.ca.</p>
Resident of Niagara-on-the-Lake	<p>The following feedback was received via website comment submission form on October 25, 2013. Noted preference for notification via email. Comments provided:</p> <p>The presentation at the PIC was good and easy to understand. I like the twinning on the north side. I think it provides for more flexibility in the future. I do like the idea if at all possible to consider a transit link as part of this project. If the Province is not thinking of a transit link alternative to cross the canal maybe they should open the question up here.</p> <p>I heard a comment about the impact on the Anglican Church. I'll bet if you contacted diocese that they would not be unhappy to have this facility closed and not relocated. There are a lot of Anglican churches in NOTL.</p> <p>Look forward to seeing how this project proceeds in the future.</p>	<p>Added to email contact list. Response sent via email on November 29, 2013:</p> <p>Thank you for attending the QEW Garden City Skyway Class EA Public Information Centre (PIC) #2 and for providing your feedback. As requested, you will receive project updates via email. Your comments regarding your preference for the north twinning and your desire to see a transit link included in the study have been noted.</p> <p>The possibility of incorporating a rail link into the QEW crossing of the Welland Canal was considered by the Project Team and discussed with GO Transit early in the study. The concept was deemed to be not technically feasible for several reasons. The grade requirements for a rail bridge versus a road bridge differ. To incorporate rail on the Skyway significantly longer and flatter approaches and bridge structure would be required. This would substantially increase cost and result in additional property impacts to accommodate the grading requirements. The existing CN mainline rail track (which would provide GO Rail service to the region) is located approximately 3 km south of the QEW. To combine the QEW and rail would require a substantial realignment of the existing track through built-up areas of St. Catharines, which would be very costly and would result in major property impacts. Additionally, combining a rail crossing with the North Twinning technically preferred alternative would require the railway to cross to the north side of the existing QEW in St. Catharines, and cross back over to the south side of the QEW in Niagara-on-the-Lake, again resulting in significant cost and property impacts.</p> <p>Information regarding GO Transit expansion projects is available online at: www.gotransit.com/public/en/improve/environmentalassessments.aspx.</p> <p>Your concerns regarding potential disruptive impacts to St. George's Anglican Church have been noted. We have notified St. George's Anglican Church regarding the study and invited them to attend PIC #2. We will continue to notify the Church regarding study updates and will be inviting Church representatives to PIC #3 which is tentatively scheduled for Spring 2014.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewqcs.ca) and feel free to contact the Project Team at project-team@qewqcs.ca.</p>
Business owner, Niagara-on-the-Lake	<p>The following email was received on October 30, 2013.</p> <p></p> <p>Mr. Bill Cung, P.Eng. Project Manager Ontario Ministry of Transportation</p> <p>30 October 2013</p> <p>We just received our NOTICE OF PUBLIC INFORMATION CENTRE #2 notice, a week after the meeting. As owners of a business and property in the study area we are greatly concerned about not being involved in these INFORMATION CENTRES, of even greater concern is that this is labelled as #2, which leads us to believe that we have missed two information centre meetings.</p> <p>We want to be involved in the process as well as be kept informed as to the progress of the study and implications upon our business and lands owned in the study area. We are available by mail at the address above and/or:</p> <p></p>	<p>Alternate mailing address and email addresses added to contact list. Response sent via mail on November 29, 2013:</p> <p>Dear Mr. </p> <p>Thank you for your feedback regarding the QEW Garden City Skyway Class Environmental Assessment.</p> <p>Consultation with potentially affected property owners is an important part of the study process, and we have made attempts to contact your business throughout the study. To that end, we would like to have a discussion with you regarding the study and its anticipated impacts to your properties on . Members of the Project Team are available to meet with you in person and/or by telephone; please advise us of your preference.</p> <p>In your e-mail, you stated that you did not receive notification of our second Public Information Centre (PIC) and potentially impacted property owner session, both of which took place on October 22, 2013. You also noted that you were not aware of the first PIC, which was held in March 2011.</p> <p>For the recent PIC #2/impacted property owner information session, we sent a registered letter to the following address, which matches the one you provided in your email:</p> <p></p> <p>Canada Post first attempted delivery of the letter to the above address on October 7, 2013. A notice card was left on that date indicating that they had attempted delivery of an item which was available for pickup at the nearest post office. Canada Post left a follow-up notice on October 16, 2013, at the same address, indicating that an item was still waiting for pick-up and would be held at the post office for an additional 10 days. The letter was eventually returned to sender as unclaimed.</p> <p>The week following the first attempted delivery, a Project Team member went to the Land Registry Office in Niagara-on-the-Lake and verified that the above-noted address was the owner's mailing address as shown on the property's title record.</p> <p>The notice you attached to your email was mailed by Canada Post unaddressed bulk mail the week prior to the PIC. PIC #2 was also advertised in the St. Catharines Standard, Niagara Falls Review, and Welland Tribune on October 10, 2013.</p> <p>For your information, PIC #1 occurred on March 30, 2011. We distributed notification within the study area, including mailing addresses on </p>

SUMMARY OF AGENCY/STAKEHOLDER CORRESPONDENCE - PIC#2

Agency/Stakeholder	Comments Received (copied verbatim)	Response/Action
		<p>through a Canada Post unaddressed bulk mailing which took place in March 2011. Only those mailing addresses who have not opted out of receiving bulk mail would have received the notice. That event was also advertised in the newspapers noted above on March 19, 2011.</p> <p>All display materials from both PICs #1 and #2, as well as additional information regarding the study, are available on the project website at www.qewgcs.ca. We encourage you to visit the website and review the displays.</p> <p>The purpose of PIC #2 was to provide stakeholders an opportunity to review and comment on the results of the assessment and evaluation process, and to present the technically preferred alternative. The technically preferred alternative is a twin bridge structure to the north of the existing QEW Garden City Skyway.</p> <p>Next steps for the Project Team include confirmation of the preferred alternative, preparation of the Preliminary Design and development of mitigation measures to address potential impacts of the Preliminary Design. The Preliminary Design, associated impacts and mitigation will be presented at PIC #3. PIC #3 is tentatively scheduled for Spring 2014. Notification regarding PIC #3 will be sent by registered mail to the address noted above. We will also send you a copy of the notification to your email address [REDACTED].</p> <p>Currently the anticipated property impacts are preliminary and as the project proceeds to Preliminary Design the property impacts and requirements will be more accurately defined. We are interested in having a discussion with you regarding the potential impacts to your property. Please contact us via email at project-team@qewgcs.ca to arrange a follow-up phone conversation.</p>
Resident of St. Catharines	<p>Comment received via email on November 4, 2013:</p> <p>A definition of insanity is doing the same thing over and over again and expecting different results. The proposed twining of the Garden City Skyway along with the proposed widening of the QEW and other highways fits this definition. This is a 1950s and 1960s solution and not a 21st century one.</p> <p>As the principle of induced demand shows, widening roads only increases demand and thus congestion. It does not usually reduce it, except for a short period of time. Your proposal anticipates an eventual 12 lane QEW. This is madness.</p> <p>For less than the cost of a new bridge, widening the QEW and building a new highway between Welland and Fort Erie we could have year-round GO Train service to Niagara Falls, train service from St. Catharines to Welland to Fort Erie and to Buffalo or direct train service from Hamilton to Buffalo via Welland and Fort Erie, expanded regional transit and cross lake ferry service. This is the way we should be going, plus looking at ways to reduce travel, not this insanity.</p> <p>We are in a planetary crisis with climate change and we need to get away from fossil fuels immediately. Your proposal only encourages more fossil fuel use.</p> <p>By all means rehabilitate the existing Garden City Skyway if needed, but don't twin the bridge or widen it. Start thinking and looked at 21st century solutions, not 20th century ones.</p>	<p>Added to email contact list. Response sent via email on November 29, 2013:</p> <p>Thank you for interest in the QEW Garden City Skyway and for sharing your comments. Your preference for a greater focus on transit alternatives has been noted, as have your concerns regarding expansion of the QEW and the Garden City Skyway.</p> <p>In response to your comment regarding further expansion of the QEW, we would like to clarify some of the objectives of the proposed improvements to the QEW crossing of the Welland Canal. The purpose of this study is to address the long-term structural, traffic safety and operational needs of the QEW crossing of the Welland Canal and no additional traffic capacity on the QEW through St. Catharines is being proposed. Previously, the Skyway has always carried two lanes of traffic as well as one truck-climbing lane (TCL) in each direction. These TCLs were lost due to the widening of the QEW from 4 to 6 lanes in 2011. The bridge has long, sustained grades that result in reduced speed for heavy vehicles, and this can impede traffic and reduce safety performance. TCLs provide opportunities for other vehicles to pass slower-moving trucks, and minimize the operational and safety issues associated with large, slowly moving vehicles travelling in mixed traffic on long climbs. The recent widening of the QEW has eliminated the original function of the TCLs on the Garden City Skyway, effectively causing the Skyway to become a traffic bottleneck on the QEW. This project will allow the reintroduction of the truck-climbing lanes (TCLs) to the QEW Garden City Skyway.</p> <p>Additionally, the Garden City Skyway currently has only minimal (approximately 1 metre) shoulder widths, which are undesirable for the safe operation of traffic and emergency response. The technically preferred alternative also addresses the existing issue of the vertical crest curve not conforming to current design guidelines.</p> <p>The possibility of incorporating a rail link into the QEW crossing of the Welland Canal was considered by the Project Team and discussed with GO Transit early in the study. The concept was deemed to be not technically feasible for several reasons. The grade requirements for a rail bridge versus a road bridge differ. To incorporate rail on the Skyway significantly longer and flatter approaches and bridge structure would be required. This would substantially increase cost and result in additional property impacts to accommodate the grading requirements. The existing CN mainline rail track (which would provide GO Rail service to the region) is located approximately 3 km south of the QEW. To combine the QEW and rail would require a substantial realignment of the existing track through built-up areas of St. Catharines, which would be very costly and would result in major property impacts. Additionally, combining a rail crossing with the North Twinning technically preferred alternative would require the railway to cross to the north side of the existing QEW in St. Catharines, and cross back over to the south side of the QEW in Niagara-on-the-Lake, again resulting in significant cost and property impacts.</p> <p>Information regarding GO Transit expansion projects is available online at: www.gotransit.com/public/en/improve/environmentalassessments.aspx.</p> <p>The Ministry of Transportation is working to provide for the efficient movement of people and goods to meet the objectives of the province's Growth Plan. Information regarding the Ministry of Transportation's Niagara to GTA Corridor Planning and Environmental Assessment Study is available online at: www.niagara-gta.com.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team at project-team@qewgcs.ca.</p>
Business owner, St. Catharines	<p>Comment received via mail on November 14, 2013:</p> <p>Attention: Sandy Nairn/Brent Gotts/Bill Cung</p> <p>My name is [REDACTED] & I am the President of [REDACTED] as well as [REDACTED]. I received your letter regarding the proposed twinning of the Garden City Skyway and attended the meeting of Oct 22nd/2013 at the Best Western in St. Catharines. I have taken a few weeks to think about the impact of your proposal. I am strongly opposed to this proposal as it will dramatically impact my business as well as my building and property. Basically I would prefer the twinning to be on the south side, not the north. If it was to be twinned on the north, I would like MTO to consider purchasing my building & land & to help relocate our business. A few of the reasons are as follows:</p> <ol style="list-style-type: none"> 1) I have tons of water coming off the Skyway now which strongly saturates my land & it would only be worse coming directly in my back yard. I have had to cut swales / ditches to try and alleviate some of the water and it would only get worse. 2) The traffic noise & vibration coming in my back yard of my retail showroom will dramatically increase, it is basically at its peak now. 3) The dirt & crap coming down as well as air quality 4) Property value will decrease & I may have a possible visual disability impact of our location. 5) Wind is a huge issue for us now as sometimes we have trouble with venting in our building of [REDACTED]. <p>Basically, this is the worst thing that could possibly happen to us. I would invite you to reply back to me by mail or a phone call and invite you to set up a meeting with me at our location & I would be more than happy to show you exactly all my concerns. I</p>	<p>Brent Gotts (MMM Group) followed up via telephone call on December 3, 2013. Business owner was advised that his property [REDACTED] is unlikely to be directly impacted by the QEW right-of-way. Business owner reiterated his concerns about visibility, wind, drainage runoff, etc., and stated that he believes MTO should purchase his property. It was indicated that MTO would ultimately make that decision and it was suggested that a full purchase of his property is unlikely.</p> <p>Business owner offered to meet with members of the Project Team. It was indicated that the Project Team would first send a response to the business owner's written comments. After he has reviewed the response, the Project Team can meet with him if necessary.</p> <p>Confirmed on mailing list. Response sent via mail on December 11, 2013:</p> <p>Thank you for attending the QEW Garden City Skyway Class EA Potentially Impacted Property Owner Session and for providing your feedback. Your preference for south twinning of the Garden City Skyway has been noted.</p> <p>After reviewing the anticipated right-of-way requirements for the new bridge, there does not appear to be a need to acquire any of your property at [REDACTED]. We note that the currently anticipated right-of-way requirements are preliminary, and that property impacts and requirements will be more accurately defined as the study progresses. The Preliminary Design, associated impacts and mitigation will be presented at Public Information Centre (PIC) #3. PIC #3 is tentatively scheduled for Spring 2014.</p> <p>Your concerns regarding potential impacts associated with the technically preferred alternative (twin bridge to the north of the existing bridge) have been noted. As mentioned above, the impacts and mitigation measures associated with Preliminary Design of the preferred alternative will be presented at PIC#3. The Project Team includes a number of specialists who are providing input throughout this study. For example, a noise specialist will be reviewing the anticipated noise impacts related</p>

SUMMARY OF AGENCY/STAKEHOLDER CORRESPONDENCE - PIC#2

Agency/Stakeholder	Comments Received (copied verbatim)	Response/Action
	<p>also know there will be unforeseen problems which will impact me directly if this proposal goes through. I look forward to hearing from you in the not to distant future.</p> <p>Thank You.</p>	<p>to the preferred alternative and will provide mitigation recommendations in accordance with current MTO policy. Similar assessments will be developed for vibration and air quality impacts. Drainage design will be addressed in accordance with the Ministry of Transportation's Highway Drainage Design Standards and it is noteworthy that we anticipate that the new bridge will not have deck drains like they exist on the bridge. With the identification of the preferred alternative the Project Team can move forward to further assessing impacts and mitigation. Once those assessments have been completed we will be in a better position to discuss impacts and mitigation measures as part of PIC#3.</p> <p>The Project Team is able to meet with you, either in person or via telephone, to discuss your concerns regarding the proposed works. Please advise if you would like to have a discussion with the Project Team.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewqcs.ca) and feel free to contact the Project Team at project-team@qewqcs.ca.</p>

PIC #3



**QEW GARDEN CITY SKYWAY
Class Environmental Assessment**

W.O. 08-2009

**PUBLIC INFORMATION CENTRE #3
SUMMARY REPORT**

PIC DATE: JUNE 19, 2014

OCTOBER 6, 2014



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APPENDICES

Appendix A	Newspaper Notice
Appendix B	Notification Material
Appendix C	Display Material
Appendix D	Online News Article
Appendix E	Comment-Response Table

1.0 INTRODUCTION

The Ontario Ministry of Transportation (MTO) has retained MMM Group Limited to undertake a Class Environmental Assessment for the Queen Elizabeth Way (QEW) Garden City Skyway. To facilitate public involvement, Public Information Centres (PICs) are being held at three key study stages. The first PIC was held on March 30, 2011. The second PIC was held on October 22, 2013. The third PIC was held on June 19, 2014.

The purpose of this study is to determine a long-term strategy to address the structural, traffic safety, and operational needs of the QEW crossing of the Welland Canal.

The Project Team members for this study include staff from MTO and MMM Group Limited. This Study is being undertaken as a Group “B” project under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000), with the opportunity for public input throughout the study. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared and filed for a 30-day public review period. Newspaper notices will be published at that time to explain the review process and identify the locations where the TERS is available for viewing.

This report documents the PIC held on June 19, 2014.

2.0 PURPOSE

Public Information Centres are informal drop-in style sessions where area residents and other interested parties are provided the opportunity to review planning and project information, identify concerns and provide input.

The PIC was held with representatives of the Project Team available to answer questions and discuss the project. The main purpose of the PIC was to provide the public and interested parties with an opportunity to review and comment on the study process, PIC #2 outcomes, refinements to the Preferred Alternative, Preliminary Design, environmental effects and mitigation, and the next steps.

3.0 PIC SPECIFICS

The PIC was held at the location, date and time noted below:

Date: Thursday, June 19, 2014
Location: Best Western Hotel & Conference Centre
2 North Service Road (east of Lake Street)
St. Catharines, ON L2N 4G9
Time: Impacted Property Owner Session - 12:00 p.m. to 2:00 p.m., with brief presentation at 12:15 p.m.
Agency Session - 3:00 p.m. to 4:00 p.m.
Public Session - 4:00 p.m. to 8:00 p.m.

4.0 NOTIFICATION

The PIC notice was published in English in the *St. Catharines Standard*, *Niagara Falls Review* and *Welland Tribune* on June 7, 2014. A copy of those newspaper notices can be found in **Appendix A**.

MPs and local councillors were sent letter notification letters on May 30, 2014. Notification letters were distributed by direct mail to the project mailing list on June 3, 2014 including government agencies, local municipalities, utility companies, Aboriginal communities and other stakeholders. Notification letters were sent by registered mail to impacted property owners on June 12, 2014.

The PIC notification materials referred to the project website (www.qewgcs.ca) for further information regarding the project.

The project website was updated to include the date of the PIC, as well as a link to an electronic copy of the PIC notice. A copy of the PIC notice was also posted to the Town of Niagara-on-the-Lake and Niagara Region websites. Following the PIC, the PIC displays were posted on the project website on June 20, 2014.

Prior to the PIC members of the Project Team presented current study details to the Niagara Region Public Works Committee on June 3, 2014, and to St. Catharines City Council on June 9, 2014.

Copies of notification materials can be found in **Appendix B**.

5.0 STAFF ATTENDANCE

The following MTO and consultant staff attended the PIC:

- Bill Cung, MTO, Project Manager
- Chris Barber, MTO, Environmental Planner
- Shelley Miller, MTO, Property Representative
- Yvonne Grossi, MTO, Property Representative
- Winston Wong, MTO, Environmental Planning Specialist (Cultural Heritage)
- Graziano Masiello, MTO, Environmental Planning Specialist (Acoustics)
- Astrid Poei, MTO, Communications Officer
- Michael Chiu, MMM Group, Consultant Project Manager
- Brent Gotts, MMM Group, Consultant Assistant Project Manager
- David Hiatt, MMM Group, EIT
- Sandy Nairn, MMM Group, Consultant Environmental Planner
- Katie Bright, MMM Group, Consultant Assistant Environmental Planner
- Michelle Louli, MMM Group, Consultant Assistant Environmental Planner

6.0 MATERIAL DISPLAYED

A copy of the PIC displays is provided in **Appendix C**. The following exhibits were displayed at the PIC:

1. Welcome (text)
2. Purpose of PIC #3
3. Background and Study Purpose
4. Existing Bridge Conditions
5. Built Heritage and Cultural Heritage Landscapes
6. Class Environmental Assessment Process
7. Study Process and Schedule
8. Summary of PIC #2
9. Activities Since PIC #2
10. Rationale for the Preferred Alternative
11. Preliminary Design
12. What Will the New Bridge Look Like?
13. Preliminary Structural General Arrangement
14. Construction Staging
15. Heritage Assessment
16. Noise and Vibration
17. Impacted Property / Property Acquisition Process
18. Summary of Environmental Effects and Mitigation
19. Next Steps
20. Please Complete a Comment Sheet

A 3D video depicting conceptual renderings of the proposed works was played throughout the PIC.

7.0 FORMAT AND ATTENDANCE

The format of the PIC was a drop-in centre. The PIC was held from 4:00 p.m. to 8:00 p.m. A session was held for impacted property owners from 12:00 p.m. to 2:00 p.m., which included a brief presentation at 12:15 p.m. Agencies and municipal staff were invited to attend a pre-PIC preview session from 3:00 p.m. to 4:00 p.m.

Individuals attending the PIC were asked to sign a register when they entered the venue.

Members of the Project Team were available to answer questions and provide information regarding the project. Individuals who expressed specific concerns or comments were directed to the appropriate staff person for discussion.

Attendees were informed of the availability of comment sheets, which they were encouraged to complete. If individuals wished to take comment sheets home they were requested to provide their feedback by July 3, 2014.

A total of 10 people signed-in to the Impacted Property Owner Session.

Agency and municipal staff attended the pre-PIC session and some attended the PIC. A total of 16 agency / municipal staff attended including representatives from:

- Ministry of Tourism, Culture and Sport
- Metrolinx (GO Transit)
- Niagara Region
- Town of Niagara-on-the-Lake
- City of St. Catharines
- St. Lawrence Seaway Management Corporation

Of the approximately 40 people who attended the PIC, 36 people chose to sign in at the register. Attendees of the PIC included local residents, landowners and business owners.

Media representatives from *CHCH News* also attended the PIC. The June 19, 2014 edition of the *CHCH Evening News at Six* featured a segment regarding the PIC. A copy of the CHCH online article discussing the PIC is available in **Appendix D**.

8.0 SUMMARY OF COMMENTS RECEIVED

The following summarizes the most frequent verbal and written comments shared at the PIC and received via comments submitted following the PIC:

- Concerns about property impacts, including fair compensation for acquired property and relocation costs;
- Concerns about salt spray;
- Concerns about air quality;
- Concerns about noise;
- Concerns about signage setbacks;
- Concerns about business impacts;
- Questions about timing for construction;
- Questions about the alternatives considered and evaluation process;
- Questions about the selection of north twinning as the preferred alternative;
- Positive comments about the 3D video conceptual rendering;
- Feedback regarding the new bridge design and desire for a signature bridge;
- Support for the project; and
- Preference for south twinning over north twinning.

Table 1 provides a summary of the number of comment sheets submitted at the PIC. **Table 1** also includes the number of comments which were submitted by mail, fax or email after the event.

TABLE 1 PUBLIC INFORMATION CENTRE COMMENTS SUBMITTED BY JULY 3, 2014					
	Submitted at PIC	Mail	Fax	Email	Total
Comment Sheets	6	0	0	7	13

Comments were requested by July 3, 2014. Some comments were received after the comment submission deadline. All comments received were responded to. **Appendix E** provides an overview of comments received and responses provided.

APPENDIX A:

NEWSPAPER NOTICE

LOCALNEWS

■ CONFERENCE

Food bank conference coming to Niagara



GRANT LARLECHE
Old Agency/Niagara

It is incredible for her to think about it now, but there was a time in Jessica Manuel's life when the simple act of buying dinner seemed like pure fantasy. As a teenager, Manuel was homeless. Meals were nearly a luxury. Going out to a restaurant was simply impossible. "I really didn't think that was something you could do," she says now. "The idea of going out and buying dinner, or buying it for someone else, just wasn't part of life as far as I was concerned."

Now 29 and a district manager for Mannington Commercial, Manuel's life is as far removed from what it was a decade ago. She's represented Niagara internationally through the Rotary Club and acted as a spokeswoman for a United Way fund-raising campaign.

But she hasn't forgotten the road she took to get here. "I didn't do it alone," Manuel said. "Organizations like Community Care not only put in touch with the services that provided for my immediate needs, but they provided me with the tools and resources I needed for my future."

Manuel, who now lives in Hamilton, will be one of the key speakers addressing some 170 delegates Monday for the 2014 Ontario Association of Food Banks annual conference. The event, being held at Niagara College's Niagara-on-the-Lake campus, will bring together experts to talk about poverty and issues facing food banks.

Delegates are coming as far away as Thunder Bay for the conference which runs from Sunday to Tuesday, said Nancy McInosh, community and development coordinator for Community Care of St. Catharines & Thorold. "We all face the same issues," she said. "We have a lot to learn from each other."

Manuel is scheduled to speak Monday morning. That evening the event's keynote speaker, Canadian actor and activist Tom Jackson will give an address. McInosh said representatives from Ontario food banks will dive into poverty-related issues in workshops over the course of the conference.

For more information visit the Community Care website at www.communitycarescsc.ca. Jessica Manuel will also be a special guest during the Standard's provincial election live streaming coverage on June 12 on the paper's website.

grant.larleche@standard.com
letter: jgarnett

Jessica Manuel's life is as far removed from what it was a decade ago. She will be one of the key speakers addressing some 170 delegates Monday for the 2014 Ontario Association of Food Banks annual conference.

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thestandard

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ONTARIO GOVERNMENT NOTICE NOTICE OF PUBLIC INFORMATION CENTRE #3 For the QEW Garden City Skyway

STUDY

The Ontario Ministry of Transportation (MTO) has retained MMM Group Limited to undertake a Class Environmental Assessment to determine a long-term strategy to address the structural, traffic safety and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway. As shown on the adjacent key plan, the study limits extend between Niagara Street in the City of St. Catharines and Glendale Avenue in the Town of Niagara-on-the-Lake.

PROCESS

The study is following the approved environmental planning process for Group B projects under the Class Environmental Assessment for Provincial Transportation Facilities (2006). The study is considering all phases of the planning process, including:

- Identifying structural and operational issues;
- Generating and evaluating a full range of alternatives;
- Selecting a preferred alternative and completing the Preliminary Design; and
- Preparing a Transportation Environmental Study Report (TESR).

Upon completion of the study, the TESR will be made available for a 30-day public review period.

To facilitate public involvement, Public Information Centres (PICs) are being held at three key study stages. The first PIC was held on March 30, 2011. The second PIC was held on October 22, 2013 to present north (twirling) as the technically preferred alternative. The third and final PIC is being arranged to provide stakeholders with an opportunity to review and comment on the Preliminary Design of the preferred alternative, potential environmental effects and proposed mitigation. You are encouraged to attend the PIC and to provide us with your comments.

COMMENTS

Comments and information regarding the study will be collected to assist the Project Team. Comment forms and study information are available on the study website at www.qewgcs.ca. If you wish to be added to the study contact list or submit comments or questions, please contact one of the Project Team members listed below:

Mr. J.A. (Sandy) Nairn, MCIP, RPP
Consultant Environmental Planner
MMM Group Limited
toll-free: 1-877-562-7947
tel: 905-822-8500
e-mail: project-team@qewgcs.ca

Mr. Bill Chung, P.Eng.
Project Manager
Ontario Ministry of Transportation
tel: 416-235-3434
e-mail: project-team@qewgcs.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

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SPORTS

■ ABBEY

\$10K claiming race runs Sunday

FROM PAGE B1
 "It's easier to hit in daylight," was the refrain.
 Are there any asterisks in the Major League record books next to Babe Ruth's or Roger Maris' home run records?
 ■ ■ ■ ■ ■
 Note these are amateur horses, at every track, who can run every two weeks, sometimes even after seven or 10 days.
 Under the right circumstances, so could Granddaddy Joe, according to his trainer, Tony Erni.
 "I'd say Joe's a typical modern thoroughbred, fast but fragile," said Erni of the six-year-old who has won 13 of 27 lifetime starts after finishing a hang-up third at Woodbine Wednesday, bringing his lifetime earnings to an impressive \$520,000.
 He held the 8.5 furlong track

record at Woodbine for a time, but let's one of those who gives everything he has in every race and needs five to five weeks to recover."
 "He had everything go his way in a race and won by three-four lengths, then he could come back in two weeks."
 Added Erni: "The main issue is keeping a horse 'racing sound' and each one is an individual. Some horses can 'play with pain,' and some can't, just like some humans possess going to the dentist as long as possible."
 ■ ■ ■ ■ ■
 An open (to all \$10,000 claiming race at about one mile on the turf course highlights Sunday's Fort Erie program, starting at 1:15 p.m. Tuesday twilight program begins at 4:15 p.m. A total coast follows the race card.

■ CANUCKS

Canucks rookie skate taking place June 15

FROM PAGE B1
 "I've been here for three years now and the team hasn't been great. Last year, we were a sixth-place hockey team and the support locally was pretty good."
 He believes junior B's pricing is the level's biggest attribute.
 "It's a very good product, and we want to make it a better product."
 That work to make it better begins immediately for Pietrangeli.
 "There's lots to do obviously,"

he said. "Players are No. 1, trying to build the best team possible so that's where my focus is right now."
 He also needs to get out in the community to raise tip sponsorships and the other elements that make a junior B hockey team successful.
 Building the on-ice product will soon line it at Caledonia from 5 to 9 p.m. when the team holds its rookie skate.
 bernie.petrangeli@summa.ca

ONTARIO GOVERNMENT NOTICE NOTICE OF PUBLIC INFORMATION CENTRE #3 For the QEW Garden City Skyway

STUDY

The Ontario Ministry of Transportation (MTO) has retained MMM Group Limited to undertake a Class Environmental Assessment to determine a long-term strategy to address the structural, traffic safety and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway. As shown on the adjacent key plan, the study limits extend between Niagara Street in the City of St. Catharines and Glendale Avenue in the Town of Niagara-on-the-Lake.

PROCESS

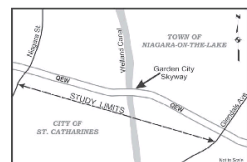
The study is following the approved environmental planning process for Group 'B' projects under the Class Environmental Assessment for Provincial Transportation Facilities (2003). The study is considering all phases of the planning process, including:

- Identifying structural and operational issues;
- Generating and evaluating a full range of alternatives;
- Selecting a preferred alternative and completing the Preliminary Design; and
- Preparing a Transportation Environmental Study Report (TESR).

Upon completion of the study, the TESR will be made available for a 30-day public review period.

PUBLIC INFORMATION CENTRE #3

To facilitate public involvement, Public Information Centres (PICs) are being held at three key study stages. The first PIC was held on March 30, 2011. The second PIC was held on October 22, 2013 to present north building as the technically preferred alternative. The third and final PIC is being arranged to provide stakeholders with an opportunity to review and comment on the Preliminary Design of the preferred alternative, potential environmental effects and proposed mitigation. You are encouraged to attend the PIC and to provide us with your comments.



Public Information Centre #3
Date: Thursday, June 19, 2014
Location: Best Western Hotel & Conference Centre
 2 North Service Road
 (east of Lake Street)
 St. Catharines, ON L2N 4G9
Time: 4:00 p.m. to 8:00 p.m.
 (open house drop-in)

COMMENTS

Comments and information regarding the study will be collected to assist the Project Team. Comment forms and study information are available on the study website at www.qewgcs.ca. If you wish to be added to the study contact list or submit comments or questions, please contact one of the Project Team members listed below:

Mr. J.A. (Sandy) Naim, MCIP, RPP
 Consultant Environmental Planner
 MMM Group Limited
 toll-free: 1-877-562-7347
 tel: 905-823-8500
 e-mail: project-team@qewgcs.ca

Mr. Bill Chung, P.Eng.
 Project Manager
 Ontario Ministry of Transportation
 tel: 416-239-3424
 e-mail: project-team@qewgcs.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Des renseignements sont disponibles en français en composant 905-823-8500, poste 1471 (M. Yannick Garnier). Courriel : garnier@travaux.ca.



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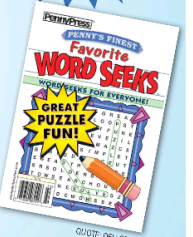
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APPENDIX B:
NOTIFICATION MATERIAL

Ministry of Transportation

Highway Engineering
 Planning and Design Section
 Engineering Office
 Central Region
 Building D, 4th Floor
 1201 Wilson Avenue
 Downsview, ON M3M 1J8
 Tel: (416) 235-3434
 Fax: (416) 235-3576

Ministère des Transports

Génie routier
 Section de la planification
 et de la conception
 Bureau du génie
 Région du centre
 Édifice D, 4^e étage
 1201, avenue Wilson
 Downsview, ON M3M 1J8
 Tél.: (416) 235-3434
 Téléc.: (416) 235-3576



June 3, 2014

«Title» «FirstName» «LastName»
 «JobTitle»
 «Company»
 «Branch»
 «Address1»
 «Address2»
 «City», «Province» «PostalCode»

**Letter mailed to Aboriginal contacts on the
 study contact list on June 3, 2014.**

Re: QEW Garden City Skyway Class Environmental Assessment
 Notice of Public Information Centre #3

Dear «Title» «LastName»:

The Ontario Ministry of Transportation has retained MMM Group Limited to undertake a Class Environmental Assessment and Preliminary Design Study to determine a long-term strategy to address the structural, traffic safety, and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal from Niagara Street in the City of St. Catharines to Glendale Avenue in the Town of Niagara-on-the-Lake. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway.

This Class Environmental Assessment and Preliminary Design Study is anticipated to be completed by late 2014 or early 2015. In addition, a Stage 1 Archaeological Assessment has been completed for the potentially impacted project area and submitted to the Ministry of Tourism, Culture and Sport.

Input on the study is being facilitated through the study website (www.qewgcs.ca) and a series of Public Information Centres (PICs). A number of alternatives were presented at the first PIC, which was held on March 30, 2011. The alternatives were reviewed based on the input received at the PIC. The Project Team then undertook a formal assessment and evaluation process in order to identify a technically preferred alternative. A second PIC was held on October 22, 2013, to provide an opportunity for interested persons to review and comment on the results of the assessment and evaluation process, and to present the technically preferred alternative (north twinning).

A third and final PIC is being arranged to provide interested persons with an opportunity to review and comment on the Preliminary Design of the preferred alternative, potential environmental effects, and proposed mitigation. The third PIC will be held on:

Public Information Centre #3	
Date:	Thursday, June 19, 2014
Place:	Best Western Hotel & Conference Centre 2 North Service Road (east of Lake Street) St. Catharines, ON L2N 4G9
Time:	4:00 p.m. to 8:00 p.m. (Open House Drop-In)

For additional details please see the enclosed notice. Following the PIC, a copy of the PIC displays will be posted to the project website: www.qewgcs.ca.

The purpose of this letter is to invite you to attend a preview drop-in session in advance of the PIC. **This session will occur between 3:00 p.m. and 4:00 p.m.**, with the event open to the general public between 4:00 p.m. and 8:00 p.m.

We look forward to your attendance at the preview session.

If you would like to provide comments, or if you require further information regarding this study, please feel free to contact me by phone at 416-235-3434 or by e-mail at bill.cung@ontario.ca. In addition, if you are interested in meeting as a result of receiving this letter, please contact me to arrange a meeting at your earliest convenience.

Respectfully,

Bill Cung, P.Eng.
Project Manager
Ministry of Transportation

Encl.

cc: Bob Pearce – MTO; Chris Barber – MTO; Michael Chiu – MMM; J.A. (Sandy) Nairn – MMM

ONTARIO GOVERNMENT NOTICE NOTICE OF PUBLIC INFORMATION CENTRE #3

For the QEW Garden City Skyway

STUDY

The Ontario **Ministry of Transportation (MTO)** has retained **MMM Group Limited** to undertake a Class Environmental Assessment to determine a long-term strategy to address the structural, traffic safety and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway. As shown on the adjacent key plan, the study limits extend between Niagara Street in the City of St. Catharines and Glendale Avenue in the Town of Niagara-on-the-Lake.

PROCESS

The study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*. The study is considering all phases of the planning process, including:

- Identifying structural and operational issues;
- Generating and evaluating a full range of alternatives;
- Selecting a preferred alternative and completing the Preliminary Design; and
- Preparing a Transportation Environmental Study Report (TESR).

Upon completion of the study, the TESR will be made available for a 30-day public review period.

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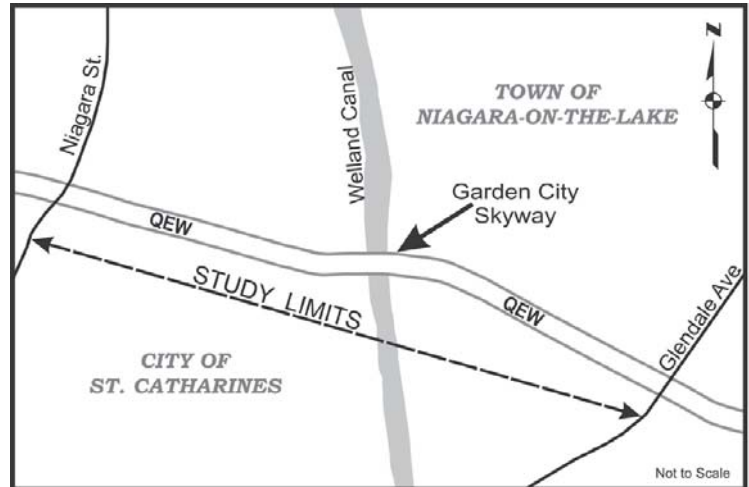
Consultant Environmental Planner
MMM Group Limited
toll-free: 1-877-562-7947
tel: 905-823-8500
e-mail: project-team@qewgcs.ca

Mr. Bill Cung, P.Eng.

Project Manager
Ontario Ministry of Transportation
tel: 416-235-3434
e-mail: project-team@qewgcs.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Des renseignements sont disponibles en français en composant 905 823-8500, poste 1471 (M. Yannick Garnier)
Courriel : garnieri@mmm.ca.



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Time: 4:00 p.m. to 8:00 p.m.
(open house drop-in)

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503

www.mmm.ca

May 30, 2014 / June 3, 2014

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Branch»
«Address1»
«Address2»
«City», «Province» «PostalCode»

Re: QEW Garden City Skyway Class Environmental Assessment
Notice of Public Information Centre #3

Dear «Title» «LastName»:

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Time:	4:00 p.m. to 8:00 p.m. (Open House Drop-In)

**Letters mailed to MPs and
Councillors on May 30, 2014.**

**Letters mailed to Federal and
Provincial Agencies, Municipal
Staff, Other Agencies, Emergency
Services, Utilities, and Other
Stakeholders on June 3, 2014.**

The purpose of this letter is to invite you to attend an external agency/municipality preview drop-in session in advance of the PIC. **This session will occur between 3:00 p.m. and 4:00 p.m.**, with the event open to the general public between 4:00 p.m. and 8:00 p.m.

We look forward to your attendance at the external agency/municipality preview session.

→ Placeholder for agency specific blurb (see separate document), as applicable

For additional study details, please visit the study website at www.qewgcs.ca. Should you require further information regarding this study, please feel free to contact any of the Project Team members listed on the enclosed notice.

Yours truly,

Michael Chiu, P.Eng.
Consultant Project Manager
MMM Group Limited

Encl.
c: Bill Cung – MTO; Chris Barber – MTO; J.A. (Sandy) Nairn – MMM

QEW GCS - Agency Specific Blurb for PIC #3 Notification (Pre-PIC Invitees Letter)

The following additional text was added to the PIC #3 notification letter sent to the identified agency:

Ministry of Tourism, Culture and Sport - Ontario Travel Information Centres

Delete: We look forward to your attendance at the external agency/municipality preview session.

Add: We encourage you to attend the preview session as relocation of the St. Catharines Travel Information Centre (251 York Road, Niagara-on-the-Lake) will be required as a result of the preferred alternative. As part of a separate process, MTO is coordinating with MTCS and other stakeholders (e.g. municipal staff, GO Transit) regarding the long-term relocation plans for the Travel Information Centre.

ONTARIO GOVERNMENT NOTICE NOTICE OF PUBLIC INFORMATION CENTRE #3

For the QEW Garden City Skyway

STUDY

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PUBLIC INFORMATION CENTRE #3

To facilitate public involvement, Public Information Centres (PICs) are being held at three key study stages. The first PIC was held on March 30, 2011. The second PIC was held on October 22, 2013 to present north twinning as the technically preferred alternative. The third and final PIC is being arranged to provide stakeholders with an opportunity to review and comment on the Preliminary Design of the preferred alternative, potential environmental effects and proposed mitigation. You are encouraged to attend the PIC and to provide us with your comments.

COMMENTS

Comments and information regarding the study will be collected to assist the Project Team. Comment forms and study information are available on the study website at www.qewgcs.ca. If you wish to be added to the study contact list or submit comments or questions, please contact one of the Project Team members listed below:

Mr. J.A. (Sandy) Nairn, MCIP, RPP

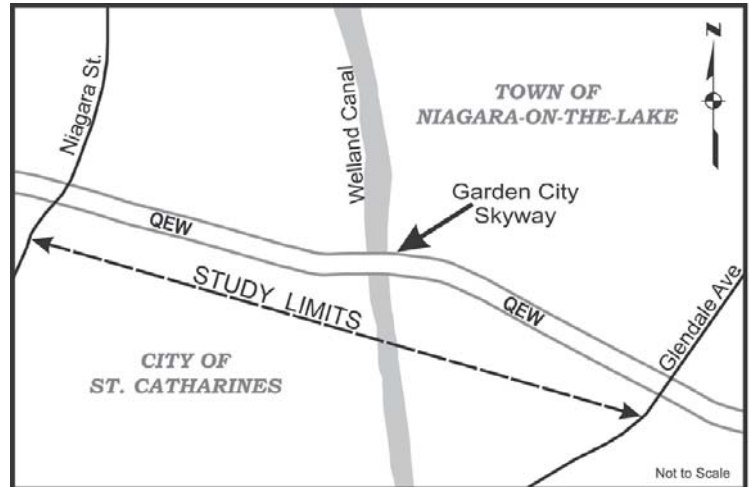
Consultant Environmental Planner
MMM Group Limited
toll-free: 1-877-562-7947
tel: 905-823-8500
e-mail: project-team@qewgcs.ca

Mr. Bill Cung, P.Eng.

Project Manager
Ontario Ministry of Transportation
tel: 416-235-3434
e-mail: project-team@qewgcs.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Des renseignements sont disponibles en français en composant 905 823-8500, poste 1471 (M. Yannick Garnier)
Courriel : garnieri@mmm.ca.



Public Information Centre #3

Date: Thursday, June 19, 2014
Location: Best Western Hotel & Conference Centre
2 North Service Road
(east of Lake Street)
St. Catharines, ON L2N 4G9
Time: 4:00 p.m. to 8:00 p.m.
(open house drop-in)

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503

www.mmm.ca

June 3, 2014

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Branch»
«Address1»
«Address2»
«City», «Province» «PostalCode»

Letter mailed to General Public and Former Potentially Impacted Property Owner contacts on the study contact list on June 3, 2014.

Letter sent via registered mail (Expedited, 2-day delivery) on June 12, 2014 to general public contacts linked to impacted properties.

Re: QEW Garden City Skyway Class Environmental Assessment
Notice of Public Information Centre #3

Dear «Title» «LastName»:

The Ontario Ministry of Transportation has retained MMM Group Limited to undertake a Class Environmental Assessment to determine a long-term strategy to address the structural, traffic safety, and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal from Niagara Street in the City of St. Catharines to Glendale Avenue in the Town of Niagara-on-the-Lake. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway.

Input on the study is being facilitated through the study website (www.qewgcs.ca) and a series of Public Information Centres (PICs). A number of alternatives were presented at the first PIC, which was held on March 30, 2011. The alternatives were reviewed based on the input received at the PIC. The Project Team then undertook a formal assessment and evaluation process in order to identify a technically preferred alternative. A second PIC was held on October 22, 2013, to provide an opportunity for interested persons to review and comment on the results of the assessment and evaluation process, and to present the technically preferred alternative (north twinning).

A third and final PIC is being arranged to provide interested persons with an opportunity to review and comment on the Preliminary Design of the preferred alternative, potential environmental effects, and proposed mitigation. The third PIC will be held on:

Public Information Centre #3	
Date:	Thursday, June 19, 2014
Place:	Best Western Hotel & Conference Centre 2 North Service Road (east of Lake Street) St. Catharines, ON L2N 4G9
Time:	4:00 p.m. to 8:00 p.m. (Open House Drop-In)

You are encouraged to attend the PIC. Members of the Project Team will be available to discuss the study and respond to questions or concerns. All comments will be reviewed and considered. For additional study details please visit the study website at www.qewgcs.ca.

Should you require further information regarding this study, please feel free to contact any of the Project Team members listed on the enclosed notice.

Yours truly,

Michael Chiu, P.Eng.
Consultant Project Manager
MMM Group Limited

Encl.
c: Bill Cung – MTO; Chris Barber – MTO; J.A. (Sandy) Nairn – MMM

ONTARIO GOVERNMENT NOTICE NOTICE OF PUBLIC INFORMATION CENTRE #3

For the QEW Garden City Skyway

STUDY

The Ontario **Ministry of Transportation (MTO)** has retained **MMM Group Limited** to undertake a Class Environmental Assessment to determine a long-term strategy to address the structural, traffic safety and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway. As shown on the adjacent key plan, the study limits extend between Niagara Street in the City of St. Catharines and Glendale Avenue in the Town of Niagara-on-the-Lake.

PROCESS

The study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*. The study is considering all phases of the planning process, including:

- Identifying structural and operational issues;
- Generating and evaluating a full range of alternatives;
- Selecting a preferred alternative and completing the Preliminary Design; and
- Preparing a Transportation Environmental Study Report (TESR).

Upon completion of the study, the TESR will be made available for a 30-day public review period.

PUBLIC INFORMATION CENTRE #3

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COMMENTS

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Mr. J.A. (Sandy) Nairn, MCIP, RPP

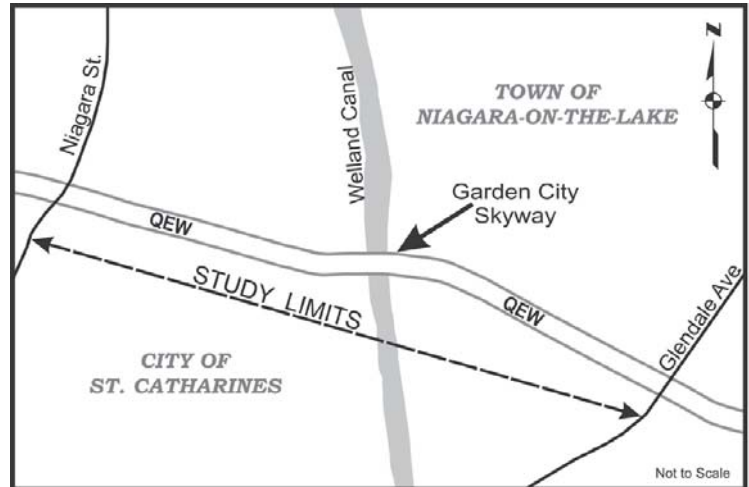
Consultant Environmental Planner
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e-mail: project-team@qewgcs.ca

Mr. Bill Cung, P.Eng.

Project Manager
Ontario Ministry of Transportation
tel: 416-235-3434
e-mail: project-team@qewgcs.ca

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MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503

www.mmm.ca

June 3, 2014

Letter mailed on June 3, 2014 to property owners on the contact list whose properties were previously identified as potentially impacted but since PIC #2 are no longer anticipated to be impacted.

«Title»«FirstName»«LastName»
«JobTitle»
«Company»
«Branch»
«Address1»
«Address2»
«City», «Province»«PostalCode»

Re: QEW Garden City Skyway Class Environmental Assessment
Notice of Public Information Centre #3

Dear «Title»«LastName»:

The Ontario Ministry of Transportation has retained MMM Group Limited to undertake a Class Environmental Assessment to determine a long-term strategy to address the structural, traffic safety, and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal from Niagara Street in the City of St. Catharines to Glendale Avenue in the Town of Niagara-on-the-Lake. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway.

Input on the study is being facilitated through the study website (www.qewgcs.ca) and a series of Public Information Centres (PICs). A number of alternatives were presented at the first PIC, which was held on March 30, 2011. The alternatives were reviewed based on the input received at the PIC. The Project Team then undertook a formal assessment and evaluation process in order to identify a technically preferred alternative. A second PIC was held on October 22, 2013, to provide an opportunity for interested persons to review and comment on the results of the assessment and evaluation process, and to present the technically preferred alternative (north twinning).

Since the second PIC it has been determined that your property that was previously identified as potentially being impacted is no longer anticipated to be directly impacted by the proposed works.

A third and final PIC is being arranged to provide interested persons with an opportunity to review and comment on the Preliminary Design of the preferred alternative, potential environmental effects, and proposed mitigation. The third PIC will be held on:

Public Information Centre #3	
Date:	Thursday, June 19, 2014
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You are encouraged to attend the PIC. Members of the Project Team will be available to discuss the study and respond to questions or concerns. All comments will be reviewed and considered. For additional study details please visit the study website at www.qewgcs.ca.

Should you require further information regarding this study, please feel free to contact any of the Project Team members listed on the enclosed notice.

Yours truly,

Michael Chiu, P.Eng.
Consultant Project Manager
MMM Group Limited

Encl.
c: Bill Cung – MTO; Chris Barber – MTO; J.A. (Sandy) Nairn – MMM

SAMPLE

ONTARIO GOVERNMENT NOTICE NOTICE OF PUBLIC INFORMATION CENTRE #3

For the QEW Garden City Skyway

STUDY

The Ontario **Ministry of Transportation (MTO)** has retained **MMM Group Limited** to undertake a Class Environmental Assessment to determine a long-term strategy to address the structural, traffic safety and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway. As shown on the adjacent key plan, the study limits extend between Niagara Street in the City of St. Catharines and Glendale Avenue in the Town of Niagara-on-the-Lake.

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- Generating and evaluating a full range of alternatives;
- Selecting a preferred alternative and completing the Preliminary Design; and
- Preparing a Transportation Environmental Study Report (TESR).

Upon completion of the study, the TESR will be made available for a 30-day public review period.

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COMMENTS

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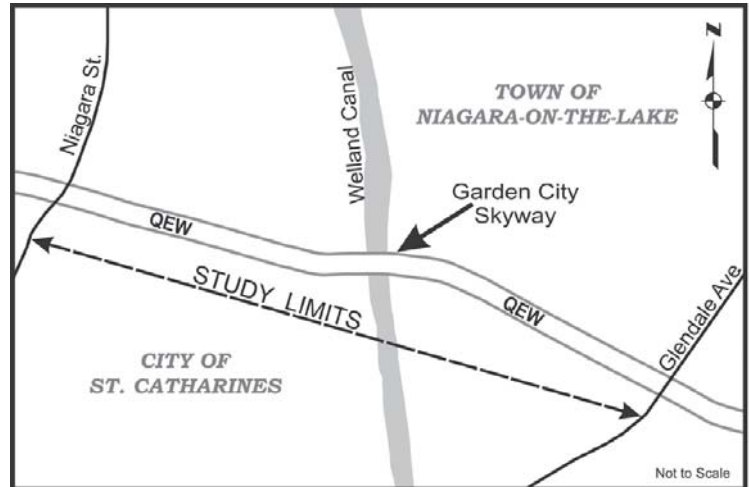
Consultant Environmental Planner
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tel: 905-823-8500
e-mail: project-team@qewgcs.ca

Mr. Bill Cung, P.Eng.

Project Manager
Ontario Ministry of Transportation
tel: 416-235-3434
e-mail: project-team@qewgcs.ca

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Courriel : garnier@mmm.ca.



Public Information Centre #3

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2 North Service Road
(east of Lake Street)
St. Catharines, ON L2N 4G9
Time: 4:00 p.m. to 8:00 p.m.
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MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mmm.ca

**Letter sent via Priority registered mail
(1-day delivery method, signature
required) on June 12, 2014 to Impacted
Property Owners on the study contact
list.**

June 12, 2014

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Branch»
«Address1»
«Address2»
«City», «Province» «PostalCode»

Re: QEW Garden City Skyway Class Environmental Assessment
Notice of Impacted Property Owner Session

Dear «Title» «LastName»:

The Ontario Ministry of Transportation has retained MMM Group Limited to undertake a Class Environmental Assessment to determine a long-term strategy to address the structural, traffic safety, and operational needs of the Queen Elizabeth Way (QEW) crossing of the Welland Canal from Niagara Street in the City of St. Catharines to Glendale Avenue in the Town of Niagara-on-the-Lake. This includes the generation and evaluation of alternatives for the QEW Garden City Skyway.

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A third and final PIC is being arranged to provide stakeholders with an opportunity to review and comment on the Preliminary Design of the preferred alternative, potential environmental effects, and proposed mitigation. For additional details please see the enclosed notice.

The purpose of this letter is to invite you to attend a session for impacted property owners in advance of the PIC:

Impacted Property Owner Session	
Date:	Thursday, June 19, 2014
Place:	Best Western Hotel & Conference Centre 2 North Service Road (east of Lake Street) St. Catharines, ON L2N 4G9
Time:	12:00 p.m. to 2:00 p.m. – Open House (Drop-In) Brief Presentation at 12:15 p.m.

You are also welcome to attend the PIC which will be open to the general public between 4:00 p.m. and 8:00 p.m. on the same date at the same place.

We encourage you to attend the Impacted Property Owner Session as the preferred alternative is anticipated to impact your property in whole or in part. A Ministry of Transportation Property representative will be available to speak with impacted property owners at both the Impacted Property Owner Session and PIC.

If you would like to discuss this project and the anticipated property requirements with the Project Team in advance of June 19, you are encouraged to contact one of the following Project Team members:

Mr. Brent Gotts, M.A.Sc.
Consultant Assistant Project Manager
MMM Group Limited
Toll Free: 1-877-562-7947
Phone: 905-823-8500
E-mail: project-team@qewgcs.ca

Mr. Bill Cung, P.Eng.
Project Manager
Ontario Ministry of Transportation
Phone: 416-235-3434
E-mail: project-team@qewgcs.ca

In addition, if you are unavailable to attend the Impacted Property Owner Session or Public Information Centre on June 19 and would like to arrange a separate meeting to discuss anticipated property requirements please contact one of the Project Team members listed above.

For additional study details, please visit the study website at www.qewgcs.ca and please do not hesitate to follow-up with the above-listed contacts.

Yours truly,

Brent Gotts, M.A.Sc.
Consultant Assistant Project Manager
MMM Group Limited

Encl.

cc: Bill Cung – MTO; Chris Barber – MTO; Mark Patterson– MTO; J.A. (Sandy) Nairn – MMM

ONTARIO GOVERNMENT NOTICE NOTICE OF PUBLIC INFORMATION CENTRE #3

For the QEW Garden City Skyway

STUDY

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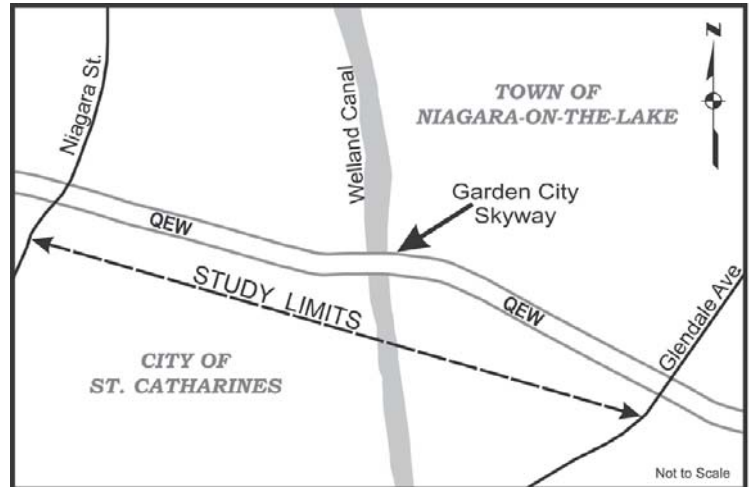
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(east of Lake Street)
St. Catharines, ON L2N 4G9
Time: 4:00 p.m. to 8:00 p.m.
(open house drop-in)

APPENDIX C:
DISPLAY MATERIAL

WELCOME

Public Information Centre #3

QEW Garden City Skyway

Planning / Preliminary Design and Class Environmental Assessment

June 19, 2014

4:00 p.m. to 8:00 p.m.

Please sign in at the front desk



PURPOSE OF PIC #3

The purpose of this Public Information Centre (PIC) is to discuss the project and obtain input on:

- The study process;
- Outcomes from PIC #2;
- Refinements to the Preferred Alternative;
- Preliminary Design;
- Environmental Effects and Mitigation; and
- The next steps.

Project Team representatives are available to discuss the project with you.



Your participation is important and appreciated.

Information presented today will also be available online at:

www.qewgcs.ca

BACKGROUND AND STUDY PURPOSE

The Queen Elizabeth Way (QEW) is Ontario's oldest freeway, dating back to the 1930s. The QEW is a critical element in the provincial highway network and is one of Ontario's most important transportation facilities in terms of trade, commuter and tourist traffic. The QEW links the Canada-United States border crossings at Niagara Falls and Fort Erie with Ontario's Golden Horseshoe and beyond.

The QEW Garden City Skyway is a 48-span, high-level bridge that is 2.2 km long, 28 m wide and carries the QEW over the Welland Canal, connecting the City of St. Catharines and the Town of Niagara-on-the-Lake. At the crossing of the Welland Canal, the bridge is approximately 40 m high.

The bridge was built in 1963 and has since undergone various repairs.



The **purpose of this Class Environmental Assessment (EA) study** is to address the long-term structural, traffic safety and operational needs of the QEW crossing of the Welland Canal.

EXISTING BRIDGE CONDITIONS

- Opened in 1963 to replace the Homer Bridge.
- Bridge deck rehabilitation was completed in 2002. This is expected to extend the service life of the deck to approximately 2025.
- Extensive substructure rehabilitation was completed between 2004 and 2011. It is anticipated that this work will extend the service life of the substructure to beyond 2025.
- Existing bridge will require routine maintenance, and will continue to be assessed to maximize its service life.



BUILT HERITAGE AND CULTURAL HERITAGE LANDSCAPES

The Queen Elizabeth Way (QEW) was dedicated in 1939 and officially opened in 1940. The highway was originally four lanes and has since been widened to six lanes in the vicinity of the QEW Garden City Skyway.

When the QEW opened, the Welland Canal was crossed at the Homer Bridge. The crossing point later changed when the Skyway was completed in 1963. The bridge operated as a toll bridge until 1973.

The east and west approach spans of the Skyway are of similar design, consisting of concrete piers with overhanging caps, and a deck structure supported on steel I-beams. The main spans were constructed using steel box girders. This bridge was the first use of steel box girders in Ontario.

The Skyway is a visually prominent feature, and is listed on the Ontario Heritage Bridge List; it is considered provincially significant.



Looking south at the Garden City Skyway. In the background, a ship transits the Homer Bridge



Garden City Skyway under construction in 1962, looking west.

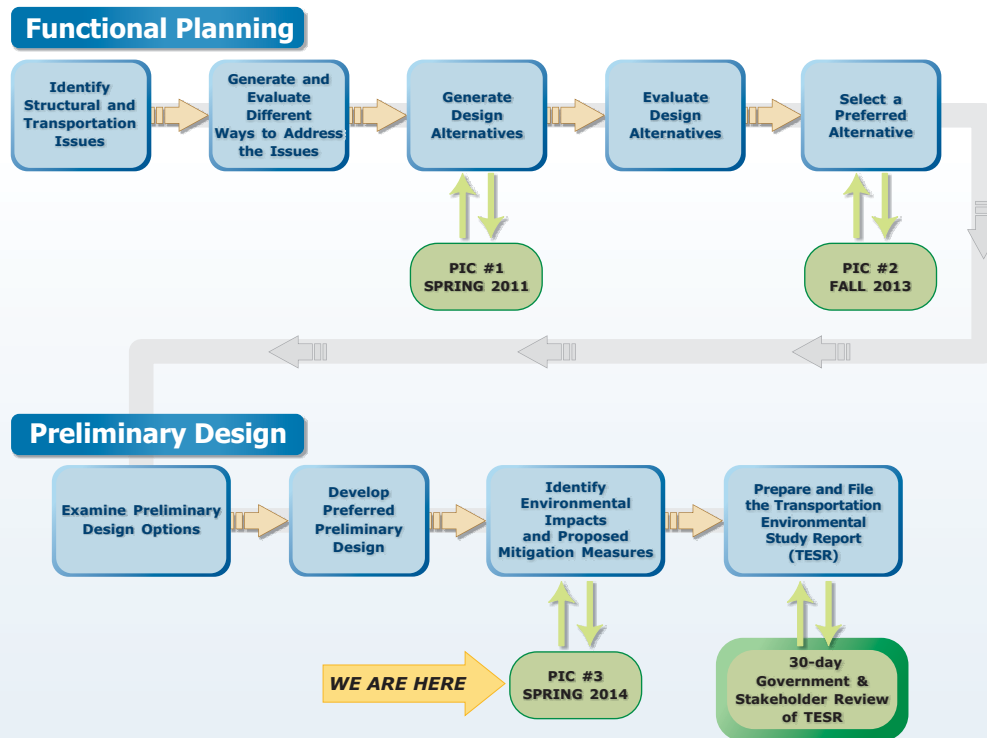
In addition to the QEW and the Garden City Skyway, there are a number of built heritage features (e.g. bridges, houses, churches) and cultural heritage landscapes (e.g. roadscape, residential, industrial) within the study area.

CLASS ENVIRONMENTAL ASSESSMENT PROCESS

This study is following the approved environmental planning process for Group 'B' projects under the Ministry of Transportation (MTO) *Class Environmental Assessment for Provincial Transportation Facilities 1999, as amended in 2000*. The MTO Class Environmental Assessment (EA) is a process approved by the Ministry of the Environment for the planning and design of provincial highway projects.

Public consultation is key to the study, and the public is encouraged to provide input at any point during this project. To facilitate public involvement, Public Information Centres (PICs) are being held at key study stages.

The overall Class EA planning process approach and key tasks are illustrated in the diagram below. This process consists of two major phases: **Functional Planning and Preliminary Design**.

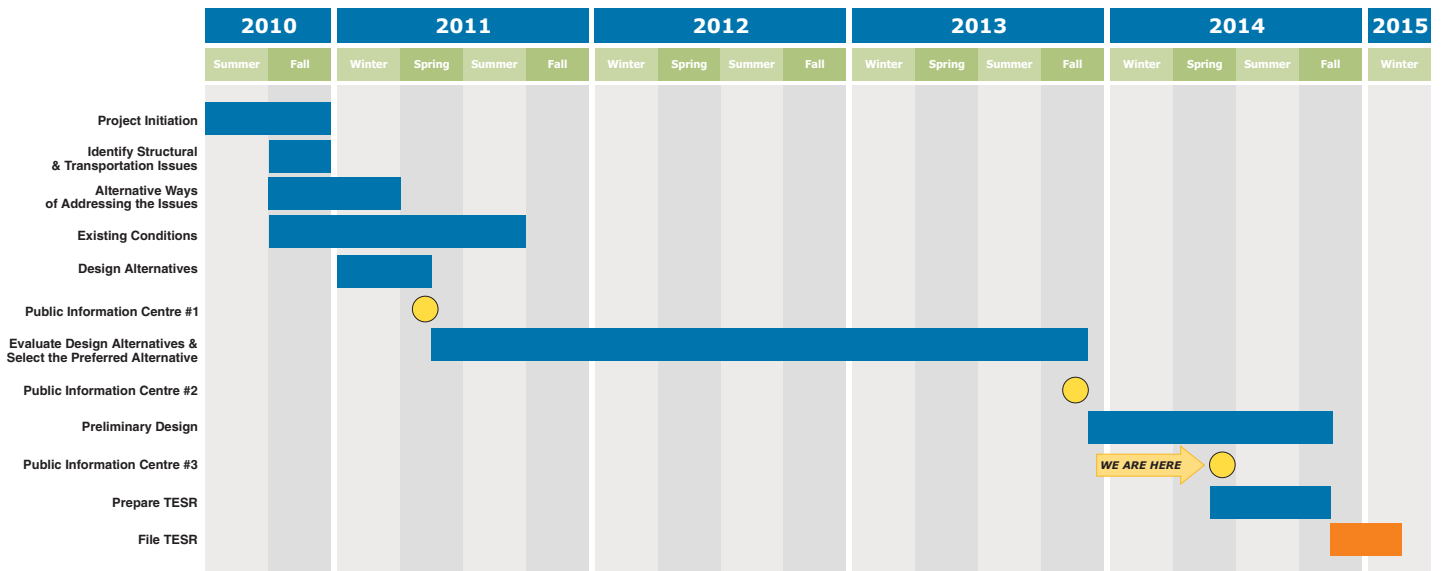


Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public review period.

STUDY PROCESS AND SCHEDULE

The following outlines key study activities and the anticipated schedule:

The Major Activities of the QEW Garden City Skyway Class EA are:



SUMMARY OF PIC #2

The second Public Information Centre (PIC #2) was held on October 22, 2013.

The purpose of PIC #2 was to discuss and obtain input on:

- The study process;
- Outcomes from PIC #1;
- The process for assessment and evaluation of the alternatives;
- The assessment and evaluation of the alternatives;
- The 'Technically Preferred Alternative' (North Twinning);
- Preliminary Design (next phase); and
- The next steps.

PIC #2 was attended by approximately 50 people (with 46 people choosing to sign in at the register). In addition, 14 people attended the Potentially Impacted Property Owner session held in the afternoon of October 22, 2013.

A total of 12 written comment submissions were received. The most frequent comments received at PIC #2 and in formal comment submissions related to impacts associated with:

- **Heritage;**
- **Noise;** and
- **Property Acquisition.**

Display boards at the current PIC (PIC #3) provide additional information regarding heritage, noise and property acquisition for the Preferred Alternative.

Details from PIC #2 are available for review:

Copies of the PIC #2 displays and summary report are available for review.

Please see the binders on the tables. The PIC #2 displays are also available on the project website: www.qewgcs.ca

ACTIVITIES SINCE PIC #2

Since PIC #2, the Project Team has:

- Reviewed and responded to comments received;
- Continued with field investigations, data collection, and technical analysis;
- Met with local stakeholders to discuss their comments and concerns;
- Refined the Preferred Alternative to minimize impacts;
- Started Preliminary Design of the Preferred Alternative; and
- Prepared for PIC #3.

In addition to the above activities, stakeholder consultation has been ongoing through the project website (www.qewgcs.ca) and follow up with municipal staff.

Heritage and Noise – Reports available for review:

Given the interest expressed at PIC #2 regarding heritage and noise, the associated heritage and noise technical specialist reports are available for review. Those reports are available in the binders on the tables.

RATIONALE FOR THE PREFERRED ALTERNATIVE

The assessment and evaluation of alternatives was presented at PIC #2. The final evaluation of alternatives focused on options for a new “twin” bridge to the north or south of the existing bridge.

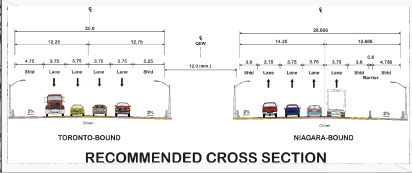
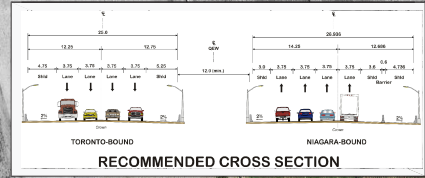
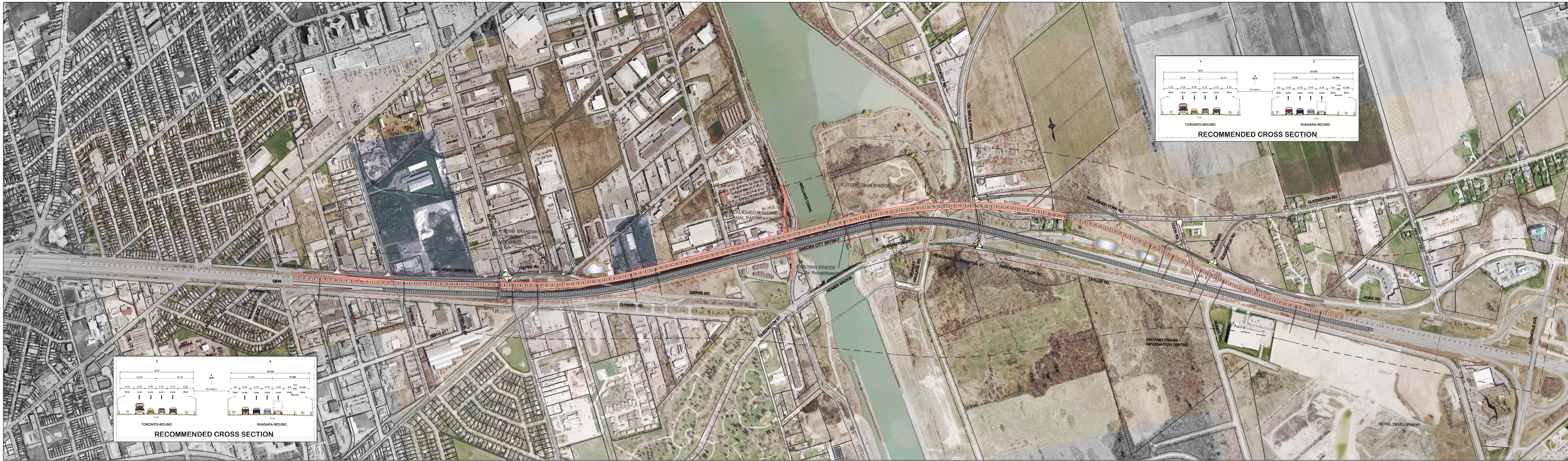
Based on the assessment and evaluation, **North Twinning** is the Preferred Alternative. In comparison to South Twinning:

- From a **Socio-Economic Environment** perspective, North Twinning is preferred due to fewer business and employment impacts.
- From a **Cultural** and **Natural Environment** perspective, North and South Twinning are comparable.
- From a **Technical** perspective, North and South Twinning are similar for transportation and cost considerations; however, North Twinning is preferred because of constructability. In particular, from a constructability perspective, the North Twinning:
 - Has slightly lower constructability risk, as no construction is required between the existing Garden City Skyway and the Homer Bridge; and
 - Provides better flexibility for future replacement of the existing Homer Bridge.

The Preferred Alternative (North Twinning) will maintain the existing heritage bridge. The existing structure will be rehabilitated and the deck cross-section will be reconfigured to include only Niagara-bound traffic.

Since PIC #2, the Preferred Alternative has been refined in order to further minimize impacts. Notable refinements include:

- Revisions to the QEW and York Road realignments in Niagara-on-the-Lake to reduce property impacts and cost;
- Revisions to the Dieppe Road alignment east and west of Bunting Road in order to accommodate construction staging;
- Profile raise of the future Toronto-bound QEW lanes (i.e. new structure to the north) to address design requirements; and,
- Addition of stormwater management ponds near each end of the future bridge.



WHAT WILL THE NEW BRIDGE LOOK LIKE?

As part of this Preliminary Design & Class EA study, a number of different bridge types for the future twin bridge will be considered. The final bridge type, however, will be determined as part of Detail Design.

The goal of the current study is to identify the property requirements for the new bridge, and investigate the range of potential impacts and mitigation measures associated with different bridge types.

To identify these requirements and impacts, the project team is proceeding with the preliminary design of a cantilevered, segmental concrete bridge, while continuing to consider implications of different bridge types.

Bridge types that may be considered during Detail Design include:

- Cantilevered, segmental concrete;
- Steel box girder;
- Extradosed;
- Cable-stayed; and
- Other possible bridge types.

Examples of each bridge type are shown below.



Example of a Cantilevered, Segmental Concrete Bridge



Example of a Cable-Stayed Bridge



Example of a Steel Box Girder Bridge

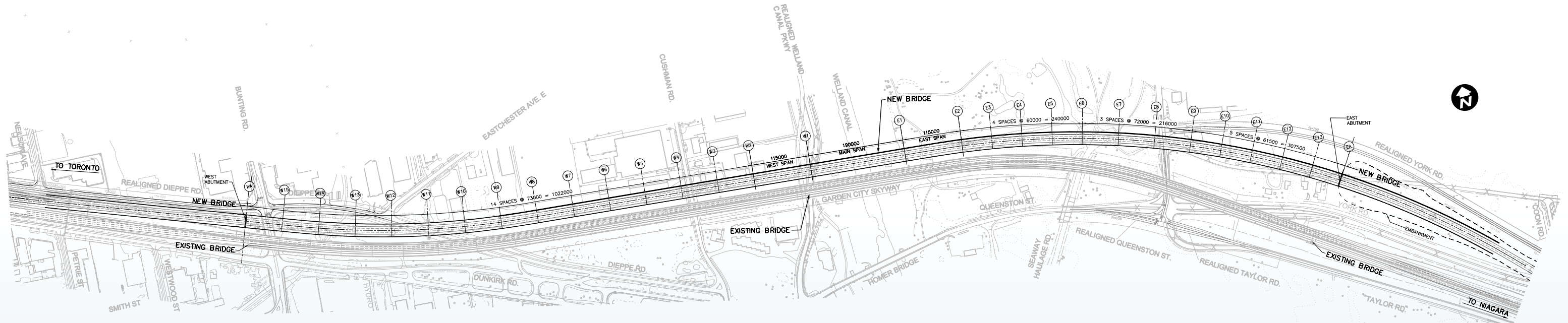


Example of an Extradosed Bridge

The final decision regarding bridge type, to be made as part of the future Detail Design study, will include consideration of the following factors:

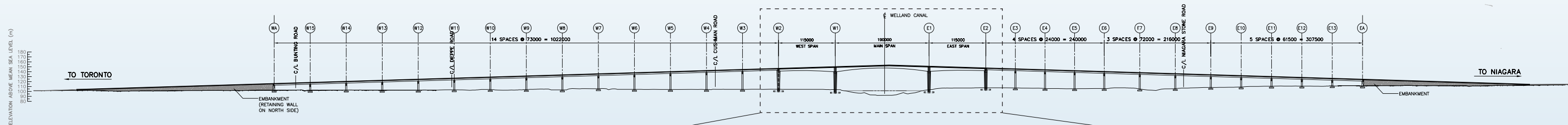
- Construction costs;
- Long-term maintenance costs;
- Cultural Heritage;
- Aesthetics;
- Accommodation of St. Lawrence Seaway clearance requirements;
- Accommodation of Niagara District Airport clearance requirements; and
- Other relevant factors (natural, socio-economic and cultural environments; technical considerations).

PRELIMINARY STRUCTURAL GENERAL ARRANGEMENT



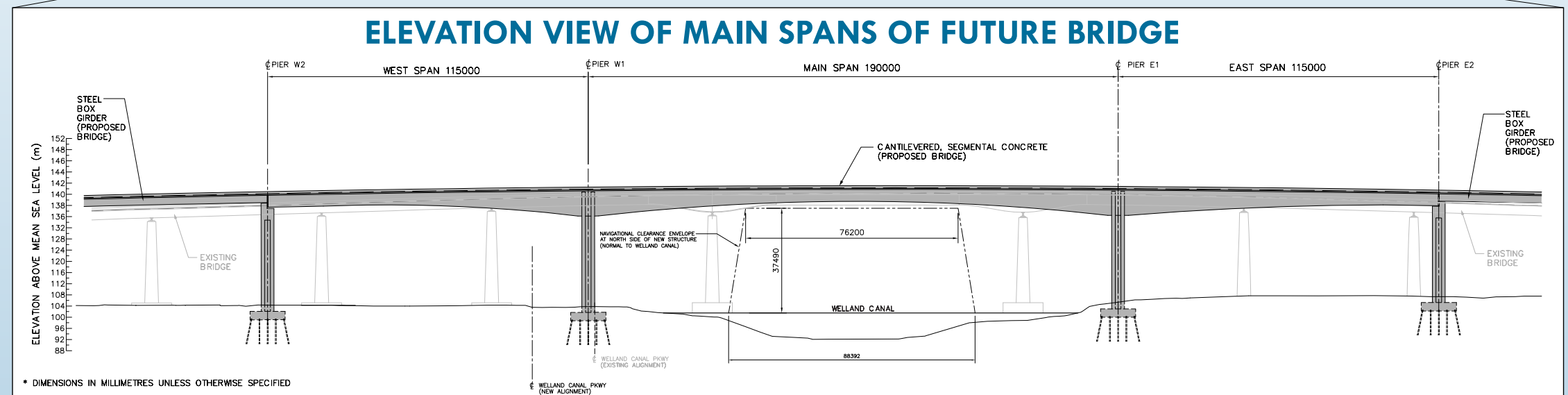
PLAN VIEW

* DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE SPECIFIED



ELEVATION VIEW OF FUTURE BRIDGE

* DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE SPECIFIED



* DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE SPECIFIED

WELAND CANAL PKWY (NEW ALIGNMENT)

CONSTRUCTION STAGING

Construction staging plans have been developed to minimize traffic impacts and avoid long-term lane closures on the QEW.

The key construction stages are as follows:

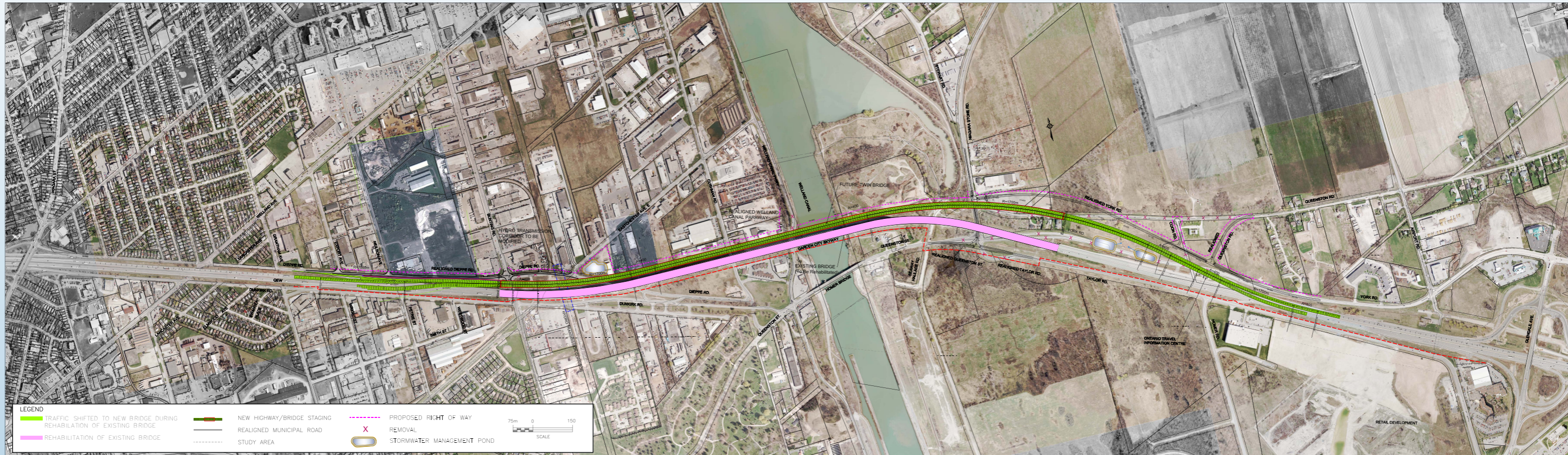
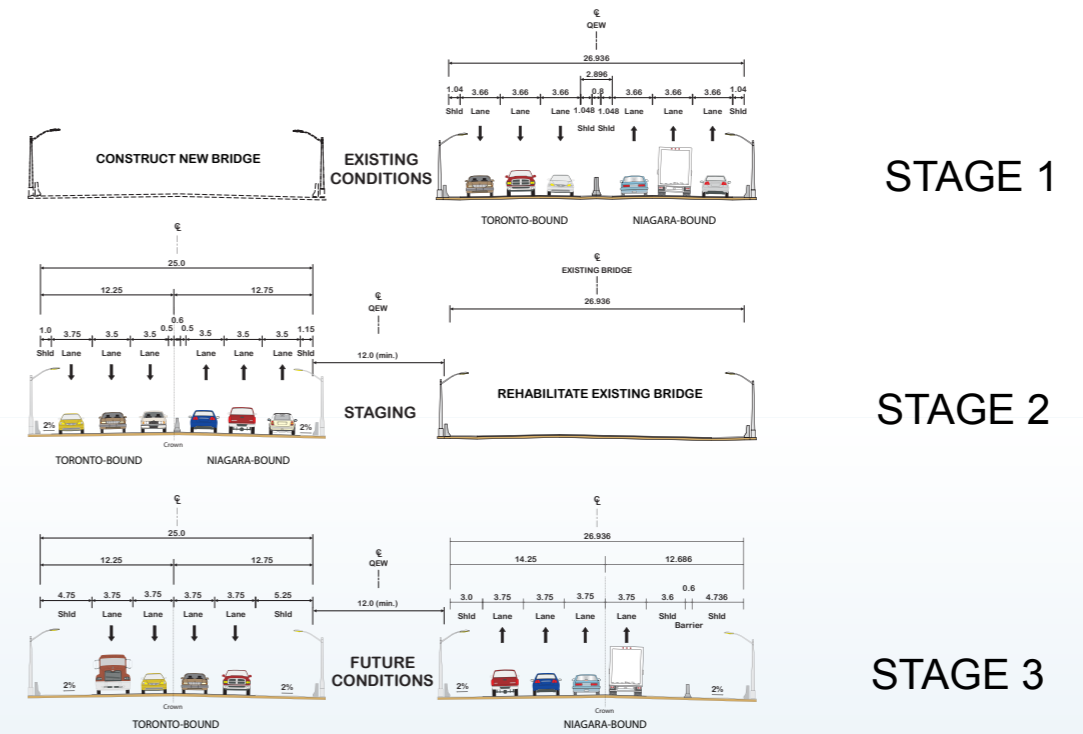
STAGE 1: The new bridge will be constructed to the north of the existing Garden City Skyway. QEW traffic will be largely unaffected during this time.

STAGE 2: Once the new bridge has been constructed, all six lanes of QEW traffic will be shifted onto the new bridge while the existing Garden City Skyway is rehabilitated.

STAGE 3: Upon completion of the rehabilitation stage, Niagara-bound traffic will be shifted back onto the existing bridge, while Toronto-bound traffic will remain on the new bridge.

Total construction duration, including construction of the new bridge and rehabilitation of the existing bridge, is estimated to take five years. This will be confirmed during Detail Design.

Short-term traffic disruptions may occur on the QEW and municipal roads due to certain construction activities such as girder hoisting.



HERITAGE ASSESSMENT

A detailed **Cultural Heritage Assessment Report** has been prepared to identify and assess the cultural heritage landscapes (CHLs) and built heritage resources (BHRs) found within and adjacent to the study area, and to identify general mitigation recommendations for affected BHRs and CHLs with respect to the proposed undertaking. Heritage Planners from the Town of Niagara-on-the-Lake and City of St. Catharines were consulted to obtain information regarding heritage resources.

RESULTS

The following mitigation measures will be implemented to address known and potential impacts:

- **QEW Garden City Skyway (existing bridge):** A Cultural Heritage Documentation Report (CHDR) comprising photographs for the provincially listed bridge will be prepared prior to construction to provide a record of the Garden City Skyway and its context prior to construction. A Strategic Conservation Plan will be prepared as mandated under the *Ontario Heritage Act Standards and Guidelines for Conservation of Provincial Heritage Properties*, for the conservation of the existing structure with its heritage features and attributes.
- **Homer Cemetery:** The construction Contractor will be prohibited from entering or using the cemetery lands during construction.
- **49 and 61 Queenston Road:** As these BHRs are anticipated to be directly impacted (removed) as part of the proposed undertaking, property-specific Cultural Heritage Evaluation Reports (CHERs) and Heritage Documentation Reports will be prepared during Detail Design and will include mitigation recommendations. A description of Queenston Road illustrated with photographs will be included as part of the assessment of the contextual value of the properties.
- **All BHRs and CHLs:** Anticipated impacts (direct and indirect) will be reviewed during Detailed Design for any design refinements that may warrant additional mitigation.

For additional information:

Please review the Cultural Heritage Assessment Report available in the binders on the tables.

NOISE AND VIBRATION

NOISE

A noise analysis was undertaken which assessed the noise impact associated with the Preferred Alternative and identified the need for noise mitigation throughout the study area. The noise analysis followed the Ministry of Transportation Environmental Guide for Noise (October 2006).

RESULTS

The change in future noise levels at the Outdoor Living Areas (OLAs) with and without the proposed works is anticipated to range from 0 dB to 2.4 dB (increase).

Future noise levels with the proposed works at the OLAs are anticipated to range from 57.4 dBA to 66.7 dBA. For comparison:

Sound Level		Comparable to:
Human Perception	dBA	
Loud	75	Near edge of a major highway
	70	Inside automobile at 60 km/h
	65	Normal human speech (unraised voice) at 1 m (3 ft) distance
Moderate	60	Typical background noise levels in a large department store

Where the future “Build” scenario is predicted to exceed 65 dBA, a review of noise barriers determined that new or additional barriers are not currently technically and/or economically feasible.

The following mitigation measures will be implemented to address anticipated construction related impacts:

- Idling of construction equipment will be kept to a minimum and construction equipment will be maintained in good working order to reduce noise resulting from construction activities.
- Construction works will be completed in accordance with local noise bylaws and any corresponding exemptions. As warranted, noise bylaw exemptions will be sought prior to construction.
- If complaints regarding construction noise arise during construction, they will be investigated according to the provisions of the MTO Environmental Guide for Noise.

VIBRATION

A preliminary vibration assessment has been completed which concluded that vibration from construction is not anticipated to affect buildings in the area surrounding the Garden City Skyway. Further assessment will be completed during the Detail Design and construction phases of the project.

For additional information:

Please review the Noise Impact and Screening Level Vibration Assessment Report available in the binders on the tables.

IMPACTED PROPERTY / PROPERTY ACQUISITION PROCESS



What properties are impacted?

Properties that are impacted by the project have been identified. Owners with impacted property have been notified by mail.



What if my property is impacted?

If you are unclear of how your property is impacted or would like further information regarding what the impacts may be, please speak with the Project Team.



When will property acquisition occur and how will I be compensated?

Property acquisition typically occurs two to three years before construction starts. Compensation is based on fair market value.

If you have questions regarding the property purchasing process, please speak with the Ministry of Transportation Property representative in attendance at this PIC. Alternatively, you may submit your comments or questions to the Project Team for follow up after this PIC.

SUMMARY OF ENVIRONMENTAL EFFECTS AND MITIGATION

The Project Team has incorporated environmental mitigation in preliminary design of the Preferred Alternative. In addition, the following general mitigation measures will be implemented:

Potential Effect to:	Proposed Mitigation
Socio Economic Environment	
Property	<ul style="list-style-type: none"> Minimize property access disruptions during construction. Minimize nuisance impacts (e.g. noise, air quality) during construction. Negotiate with impacted property owners to provide fair market value for property required for this project.
Traffic Operations	<ul style="list-style-type: none"> The construction staging plan will minimize impacts to road users and ensure a safe work zone during the construction phase. Advance signage will notify motorists of construction.
Noise	<ul style="list-style-type: none"> Idling of construction equipment will be kept to a minimum and construction equipment will be maintained in good working order to reduce noise resulting from construction activities. Construction works will be completed in accordance with local noise bylaws and any corresponding exemptions. As warranted, noise bylaw exemptions will be sought prior to construction. If complaints regarding construction noise arise during construction, they will be investigated according to the provisions of the MTO Environmental Guide for Noise.
Air Quality	<ul style="list-style-type: none"> In accordance with MTO's General Conditions of Contract, steps shall be taken as may be necessary to control dust resulting from the construction works such that it does not: <ul style="list-style-type: none"> Affect traffic; Enter surface waters; or Escape beyond the right-of-way to cause a nuisance to residents, businesses, or utilities. Air Quality assessment for the proposed works will be provided in the TESR.
Land Use / Greenbelt	<ul style="list-style-type: none"> Land use impacts have been considered and minimized through the preliminary design. Implementation of mitigation measures (e.g. property, traffic operations, noise, air quality, landscaping) will also reduce impacts to existing adjacent land uses. The proposed works are consistent with the intent of the provincial Greenbelt Plan.
Cultural Environment	
Archaeological Resources	<ul style="list-style-type: none"> A Stage 1 Archaeological Assessment was completed, yielding three areas of archaeological potential across the corridor. A Stage 2 Archaeological Assessment will be completed for those areas during Detail Design. If any archaeological resources are discovered during construction, work in the area will stop and the appropriate authorities (e.g. Ministry of Tourism, Culture and Sport) will be contacted.
Built Heritage and Cultural Heritage Landscapes	<ul style="list-style-type: none"> Mitigation measures for all heritage resources identified in the impacted areas will be implemented as outlined in the Cultural Heritage Assessment Report (copy available in binders on tables) and noted on the display regarding the Heritage Assessment. Conservation of the existing Garden City Skyway heritage features and attributes, with future completion and implementation of a Strategic Conservation Plan. The new bridge will be designed to be sympathetic to the heritage value of the existing Garden City Skyway. Cultural heritage landscape features including views and vistas to the existing bridge will be identified and conserved where possible.
Natural Environment	
Surface Water and Groundwater	<ul style="list-style-type: none"> Erosion and sediment control measures will be implemented to control any potential indirect impacts to surface water and local infiltration of surface water to groundwater. Drainage/Stormwater Management plans will be developed and implemented. If it is determined during Detail Design that a Permit to Take Water (PTTW) is required from the Ministry of the Environment for the proposed works, a PTTW will be obtained prior to construction. The PTTW will address mitigation requirements for groundwater dewatering.
Fish and Fish Habitat	<ul style="list-style-type: none"> All works will be completed in compliance with the Fisheries Act and the MTO/DFO/OMNR Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings. Should in-water works be required, construction timing constraints will be applied to avoid in-water work during sensitive lifecycle activities for fish.
Terrestrial Ecosystems (Vegetation)	<ul style="list-style-type: none"> All works will be completed in compliance with the provincial <i>Endangered Species Act</i> and federal <i>Species at Risk Act</i>, as applicable. Vegetation removals will be limited to those required for construction. Exposed surfaces will be re-stabilized and re-vegetated as soon as possible following disturbance by construction works.
Terrestrial Ecosystems (Wildlife)	<ul style="list-style-type: none"> All works will be completed in compliance with the provincial <i>Endangered Species Act</i> and federal <i>Species at Risk Act</i>, as applicable. Any wildlife encountered during construction will be allowed to move away from the construction area on its own if at all possible. All works will be completed in compliance with the <i>Migratory Birds Convention Act</i>.
Waste and Contamination	<ul style="list-style-type: none"> Works will be completed in accordance with the <i>Environmental Protection Act</i>. Excess materials will be managed in accordance with the Ontario Provincial Standard Specification 180 (OPSS 180), General Specification for the Management of Excess Materials. All construction materials and debris will be removed and appropriately disposed of following construction.
Landscaping	<ul style="list-style-type: none"> Vegetation removals will be limited to those required for construction. Landscape assessment for the proposed works will be provided in the TESR.

Additional details regarding anticipated impacts and proposed mitigation will be provided in the Transportation Environmental Study Report (see the **Next Steps** display).

NEXT STEPS

After this Public Information Centre, the following will be carried out:

- Review the comments received and respond to any questions.
- Finalize the Preliminary Design.
- Submit the Transportation Environmental Study Report (TESR) for public review at the end of 2014 or early 2015.
- The TESR will be made available for a 30-day public review period. A public notice will be published in local newspapers, posted on the project website, and mailed/emailed to individuals included on the study contact list. The notice will indicate the timing of the TESR public review period and locations where the TESR will be available for review.
- Proceed to Detail Design.



When will construction start?

The timing of construction commencement is subject to completing this Class EA study, obtaining all approvals, acquiring all required properties, completing Detail Design, and availability of funding. Following completion of the current Class EA study, the Ministry of Transportation (MTO) looks forward to proceeding with the subsequent Detail Design phase which will help the MTO better determine the timing of construction.

Construction is currently not in MTO's five (5) year program; however, this five year program is reviewed every year.

PLEASE COMPLETE A COMMENT SHEET

Would you like to be included on the study mailing list? Do you have questions or comments regarding the study? Please let us know your thoughts by completing a Comment Sheet.

Completed sheets can either be dropped in the box provided or submitted by mail or email to either of the following Project Team members:

Mr. Bill Cung, P. Eng.

Project Manager
Ontario Ministry of Transportation
1201 Wilson Avenue
Building D, 4th Floor
Downsview, ON M3M 1J8
Phone: (416) 235-3434
E-mail: project-team@qewgcs.ca

Mr. J.A. (Sandy) Nairn, MCIP, RPP

Consultant Environmental Planner
MMM Group Limited
2655 North Sheridan Way
Mississauga, ON L5K 2P8
Toll Free: 1-877-562-7947
Phone: (905) 823-8500
E-mail: project-team@qewgcs.ca

Please provide comments by July 3, 2014.

Thank you for attending!

Information presented today will also be available online at:

www.qewgcs.ca

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY

Information collected during this study will be used to assist the Ministry of Transportation (MTO) in meeting the requirements of the Environmental Assessment Act. This material will be maintained on file for use during the study and may be included in study documentation. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. You are encouraged to contact the MTO Project Team if you have questions or concerns regarding the information presented.

APPENDIX D:
ONLINE NEWS ARTICLE



(<http://www.chch.com>)

Garden City Skyway could get twin

Posted: June 20, 2014 01:37:46 PM | Last updated: June 20, 2014 01:37:46 PM

Category: **Halton** (<http://www.chch.com/category/news/halton/>)

Tags: burlington, garden city skyway



The aging Garden City Skyway could be getting a twin.

The Ministry of Transportation released a video to the public yesterday showing its vision for a second bridge over the Welland Canal. The MTO would like to build a twin bridge on the north side of the Garden City Skyway with the same s-curve design.

The original bridge is more than 50 years old, and 70,000 vehicles use it every day. The deck also needs to be replaced by 2025.

St. Catharines' fire chief would prefer to see a second bridge built too, as tunneling underneath makes responding to emergencies tougher.

Whether or not the bridge becomes a reality mostly depends on funding and environmental approvals. The new bridge would impact about 40 properties.

APPENDIX E:

COMMENT-RESPONSE TABLE

SUMMARY OF AGENCY / STAKEHOLDER CORRESPONDENCE – PIC #3

Agency / Stakeholder	Comments Received (copied verbatim)	Response / Action
Municipal contacts		
Senior Planner Town of Niagara-on-the-Lake	Comment sheet submitted at PIC #3. Noted preference for email. Comments provided: I am interested in receiving a copy of the Cultural Heritage Assessment Report. A PDF is preferred. The Town of Niagara-on-the-Lake has commenced an official plan review. We would will assess the proposed preferred route as it relates to our transportation policies as we proceed with the review.	Confirmed on email contact list. Response sent via email on September 24, 2014: Thank you for attending the QEW Garden City Skyway Class EA Public Information Centre (PIC) #3 on June 19, 2014 and for providing your feedback. Please find attached a PDF copy of the Cultural Heritage Assessment Report, as requested. We understand that the Town of Niagara-on-the-Lake has commenced an Official Plan review and would like to review the QEW Garden City Skyway Preliminary Design as it relates to the Town's transportation policies. The Preliminary Design Plan is currently available on the project website at http://qewgcs.ca/qewgcs/events.asp and will also be included in the final Transportation Environmental Study Report, which is anticipated to be completed at the end of 2014 or early 2015. As the Official Plan review is completed the Town may wish to review the Ministry of Transportation <i>Guidelines for Municipal Official Plan Preparation and Review</i> available at: http://www.mto.gov.on.ca/english/engineering/management/corridor/municipal-guideline/index.shtml . Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team at project-team@qewgcs.ca .
Transportation Planning Technologist Transportation Services, Public Works Niagara Region	Comment received via email on June 20, 2014: Hi Bill/Sandy, Could you please forward us copies of the drawings for the recommended alignment from the PIC yesterday? We're interested in reviewing the proposed configurations/connections/alignment of the road network. Thanks,	Confirmed on mail contact list. Response sent via email on June 20, 2014: Thank you for attending the QEW Garden City Skyway Public Information Centre (PIC) #3 on June 19, 2014. The PIC #3 displays, including the Preliminary Design Plan, are now available for viewing on the project website at http://qewgcs.ca/qewgcs/events.asp . Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team at project-team@qewgcs.ca .
	Comment received via webform submission on June 23, 2014: The QEW Garden City Skyway Project Team, Thank you for the information you have already sent and could you also please tell me the date when you will no longer be accepting comments. Thanks,	Response sent via email on June 24, 2014: Thank you for your question regarding the QEW Garden City Skyway Class Environmental Assessment. The Project Team has requested that comments are provided by July 3, 2014. We will accept feedback after July 3, 2014, should you have concerns about providing comments by that date, but would appreciate knowing the anticipated timeline for when feedback would be provided. We will follow up in the next few weeks to arrange a meeting with Niagara Region and the Project Team regarding the QEW Garden City Skyway Class EA. If you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team at project-team@qewgcs.ca .
	Comment received via email on July 3, 2014: Hi GCS Project Team, Further to PIC#3, we have the following comments and questions; <ul style="list-style-type: none"> • the proposed realignment of Queenston Road should be adjusted to coincide with Homer Road on the south side in order to protect for the opportunity of a future flyover if required. • One of our concerns is related to the weaving traffic at the QEW Westbound off-ramp near Grantham Avenue. This section of the north service road may be uploaded to the region in future negotiations with the city. • What is the LOS of critical pk hr movements? For example how is the Eastbound to Northbound left turn at the intersection of Niagara Stone and York Roads affected? Are the forecasted traffic volumes available for the current and proposed network configurations? • Do the traffic forecasts included the development of the old Ferranti Packard site? • Was the traffic eastbound on Dieppe Rd to northbound left on Bunting Rd evaluated? • With the changes in the road network, will there be an increase in canal crossing traffic and potential queuing of vehicles on Queenston St, either side the Welland Canal Homer/Queenston St Bridge during the shipping season? Has this been considered? • Will bike lanes be provided along York Rd in the future road network? 	Response sent via email on September 30, 2014: Thank you for your email and comments regarding the QEW Garden City Skyway Class Environmental Assessment. In response to the comments and questions identified in your email, we would like to provide the following: <ol style="list-style-type: none"> 1) It is possible to realign Queenston Road to approximately match the Homer Road alignment to the south of the QEW. We note that there would be technical challenges to completing a grade separation over the QEW at this location, particularly with respect to the horizontal and vertical alignments of York Road, Taylor Road, and Homer Road. We have prepared some alternative alignments of Queenston Road which we would like to discuss as part of a meeting with the Region. We also note that Queenston Road is under the jurisdiction of the Town of Niagara-on-the-Lake, and thus we would ask for their comments on any changes to the road network in this area. 2) The recommended plan retains the configuration of the westbound QEW off-ramp onto Dieppe Road, with modifications to accommodate a northerly shift of Dieppe Road. We have received comments previously regarding weaving near the off-ramp, particularly with respect to the existing commercial entrance east of Grantham Avenue (The Beer Store). We suggest that weaving could be reduced in this area by closing the existing commercial access (a second existing access is located off of Grantham Avenue) and/or closing Grantham Avenue at Dieppe Road; however, either of these possibilities would be a municipal initiative. 3) Level of service (LOS) was evaluated at the Dieppe Road/Bunting Road intersection, as well as at the Niagara Stone/York/Queenston/Taylor intersections, both in their existing and proposed configurations. The attached PDF (Attachment 1) shows the results of the evaluation, and includes the following scenarios: <ul style="list-style-type: none"> • Existing conditions (2014) • Proposed configuration (2031)

SUMMARY OF AGENCY / STAKEHOLDER CORRESPONDENCE – PIC #3

Agency / Stakeholder	Comments Received (copied verbatim)	Response / Action
	<p>In regards to the bike facilities I have attached a pdf copy of the Niagara Region Bicycle Network Map with the implementation spreadsheet detailing the short and long term improvements. Sections 131c, 152a 152b, 132 will be directly affected by the network reconfiguration. Will the new network include bike lanes?</p> <p>I'm not sure if the Town of NOTL has commented on the proposed reconfiguration, but the changes will impact their future resurfacing plans. Queenston Rd -section 132 on BMP, is part of a major AT connection across the Welland Canal and identified in the proposed Green Belt Cycling Route. This section should require improved infrastructure, facilitating safer passage of bicycle movements.</p> <p>The Niagara Region is planning to conduct a Transportation Master Plan Study together with the cities of St Catharines and Thorold in the near future. The results of which may have an impact on the QEW - Garden City Skyway EA Project.</p> <p>We looking forward to meeting with your team in the near future to discuss our concerns.</p> <p>Thanks</p>	<ul style="list-style-type: none"> • 'Do-nothing' scenario (2031) • 'Do-nothing' with signal timing optimization (2031) <p>We note that we have modified the proposed design slightly since the Public Information Centre in order to improve traffic operations at the Niagara Stone/York/Queenston/Taylor intersections. A PDF showing the refined design is attached (Attachment 2).</p> <p>4) Traffic volume forecasts were developed using the Region's travel demand model, and include land-use assumptions made as part of that model. We have not modified the Region's model in the area of the former Ferranti Packard site, and we assume that the model is consistent with the City's land use designation for the site; the former Ferranti Packard site is designated as 'community commercial' in the City's Official Plan. We presume that any future development of the site will require a traffic impact study, to be undertaken by the developer.</p> <p>5) Eastbound traffic on Dieppe Road turning left onto Bunting Road was considered as part of our intersection analysis (see item #3).</p> <p>6) Future travel demand has been modelled using the Region's travel demand model, and thus accounts for changes in travel behavior as a function of the road network. We would expect that future travel growth in the area of the Queenston Street crossing of the canal (the Homer Bridge) would be most closely associated with changing land use in Niagara-on-the-Lake (i.e., retail and residential developments), rather than the proposed changes to the road network. We anticipate that significant queues will develop at the Homer Bridge during ship transits, which is the case today. We have not specifically modelled ship transits; however, we do not expect that queuing at the canal is particularly sensitive to the proposed changes in the road network.</p> <p>7) The recommended plan for the York Road realignment shows an 'in-kind' replacement of the existing cross section, and thus does not include bike lanes. We note, however, that the design does not preclude inclusion of bike lanes in the future.</p> <p>We have reviewed the Bikeway Master Plan (BMP) map / summary that you provided, and agree that several roads with planned bike facilities will be directly impacted by the proposed plan. We have not proposed new bike facilities as part of the Garden City Skyway improvements, as none are currently constructed (with the exception of the Welland Canals Parkway Trail, which will be realigned). We believe that the proposed roadway configuration does not preclude future construction of bike facilities, as described in the BMP.</p> <p>At the time of construction of the Garden City Skyway improvements, any displaced bike facilities would be replaced in-kind as part of the improvements. Construction of new municipal bike facilities could be included as part of the Garden City Skyway improvements; however, such work would be subject to cost-sharing agreements with the Ministry, including cost-sharing during the design phase(s) of the work.</p> <p>We will contact you to arrange a meeting to discuss the study.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.gewgcs.ca) and feel free to contact the Project Team at project-team@gewgcs.ca.</p>
<p>Manager of Public Works</p> <p>Town of Niagara-on-the-Lake</p>	<p>Comment received via email on July 9, 2014:</p> <p>Team,</p> <p>The Town of Niagara on the Lake have the following comments:</p> <ol style="list-style-type: none"> 1) Queenston Road is on the Regional Bike Path Master Plan with connects to Niagara Stone Road. The realignment of Queenston Road and York Road must include bike lanes 2) will turning lane be provided at the intersection of Niagara Stone Road and York Road 3) will the abandoned asphalt section of Queenston Road be removed. 4) what are the Town lands required by the MTO <p>Also, I would like to extend an invitation to the Team to attend the September 15, 2014 Council meeting and update Council on the preferred option.</p> <p>Any correspondence regarding the Class EA should be sent to my attention.</p> <p>Thank you.</p>	<p>Added to mail contact list. Response sent via email on August 21, 2014:</p> <p>Thank you for your email and comments regarding the QEW Garden City Skyway Class Environmental Assessment. In response to the comments identified in your email, we would like to provide the following responses:</p> <ol style="list-style-type: none"> 1) Bike Lanes: Bicycle facilities are not precluded on Queenston Road and York Road in the proposed design. MTO will realign the roads while replacing them with a similar cross-section. Any widening beyond the width of the existing cross-section to accommodate new bike lanes will be the responsibility of the municipality. Subject to cost-sharing discussion between the municipalities and the Ministry, it is technically possible to include bicycle facilities in the proposed design. This discussion will occur in the subsequent Detail Design stage. 2) Turning Lanes: Turning Lanes will be provided at the reconfigured Niagara Stone Road/York Road intersection, and also at the reconfigured Niagara Stone Road/Queenston Street/Taylor Road intersection. 3) Asphalt Removal: Typically, asphalt would be removed from abandoned sections of roadway. Should the Town prefer to keep the pavement intact (e.g., to be used for cycling purposes), this can be discussed. 4) Town Lands: We are aware of one municipally owned property that will be required (PIN 463590183), which appears to be a section of unopened road allowance near the northeast quadrant of the Niagara Stone Road/Queenston Road intersection. This parcel currently appears to be used for parking by the adjacent business. <p>Thank you for your invitation to attend the September 15, 2014 Council meeting. Please note that the Project Team offered to present to Town Council prior to PIC #3 at the June 2, 2014 Council meeting, however the Town declined at that time. The Project Team did present to the Niagara Region Public Works Committee on June 3, 2014, and that presentation was well received. It focused on the preliminary structural design components of the preferred option, which had been previously presented to Niagara-on-the-Lake Town Council prior to PIC #2, in October 2013. In light of this, the Project Team is of the opinion that presenting to Council in September would not add value to Council's understanding of the project since similar information has already been presented previously. However, the Project Team is happy to respond to any technical inquiries from Town of Niagara-on-the-Lake staff.</p>

SUMMARY OF AGENCY / STAKEHOLDER CORRESPONDENCE – PIC #3

Agency / Stakeholder	Comments Received (copied verbatim)	Response / Action
Media		
610CKTB/105.7 EZ Rock/97.7HTZ-FM Bell Media St. Catharines	<p>Comment sent via email on June 16, 2014:</p> <p>Hello There,</p> <p>My name is [REDACTED] and I'm a Producer here at Bell Media in St. Catharines (610 CKTB). We are looking to do an interview with a representative to talk more about the QEW Skyway Open-House and what sort of conversation will be made at the event. We are looking to talk to someone on the Thursday morning before the event with our Morning Show Host, Tim Denis. The interview would be a short 5-minute interview done over the phone. If this is a possibility, please email me back or call my cell phone at [REDACTED] at your earliest convenience.</p> <p>Thank You for your time and Hope to hear from you.</p> <p>Comment sent via email on June 20, 2014:</p> <p>Hello Mr. Cung</p> <p>My name is [REDACTED] and I am a producer here at Bell Media St. Catharines. We recently did a story about the new bridge being proposed over the Welland Canal and are looking to do an interview on the air with our Morning Show Host, Tim Denis, on 610 CKTB. We would be looking at Monday to do a possible 5-7 minute interview over the phone. If this is a possibility, please email me back at your earliest convenience and we can set up a time.</p> <p>Thank You Very Much for your time and Hope to hear back from you.</p>	<p>Astrid Poesi (MTO Communications) followed up directly.</p> <p>Astrid Poesi (MTO Communications) followed up directly.</p>
Public		
Resident of Niagara-on-the-Lake	<p>Comment received via email on June 17, 2014:</p> <p>Hello Sandy & Bill,</p> <p>I'm unable to come to the Public Information Centre about the Garden City Skyway this Thursday so wanted to contact you to suggest that light rail transit or dedicated mass transit lanes should be included in the planning of the new bridge over the Welland Canal. Congestion on the QEW is only going to get worse so we need to work on ways to get people out of their cars and onto public transit. Planning for this now is imperative.</p> <p>Thank you,</p> <p>Comment received via email on September 1, 2014:</p> <p>That's disappointing and not very forward thinking!</p>	<p>Added to email contact list. Response sent via email on August 20, 2014:</p> <p>Thank you for your email and for your interest in the QEW Garden City Skyway Class Environmental Assessment. You have been added to the study email list and will receive future study notices via email.</p> <p>Your suggestion to integrate transit into the new structure has been noted. The possibility of incorporating a rail link into the QEW crossing of the Welland Canal was considered by the Project Team and discussed with GO Transit early in the study; however, the concept was deemed to be not technically feasible. Dedicated lanes for buses / carpool (i.e., high-occupancy vehicle (HOV) lanes) are not proposed as part of the current design, and are not planned for the larger QEW corridor; however, future HOV lanes are not precluded by the proposed bridge design. We are not aware of any municipal plans for mass transit (bus-based or light-rail based) across the Welland Canal that would benefit from the use of the Garden City Skyway.</p> <p>The Ministry of Transportation is working to provide for the efficient movement of people and goods to meet the objectives of the province's Growth Plan. Information regarding the Ministry of Transportation's Niagara to GTA Corridor Planning and Environmental Assessment Study is available online at: www.niagara-gta.com.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team at project-team@qewgcs.ca.</p> <p>Feedback noted.</p>
Business owner in St. Catharines	<p>Comment sheet submitted at PIC #3. Noted preference for mail and email. Comments provided:</p> <ol style="list-style-type: none"> 1) I am strongly opposed to the new expansion plans of the Garden City Skyway. 2) I run a retail business & the Skyway coming closer is detrimental to properly operating my business. 3) Concerns: noise, water, wind would harm my business 4) I would like MTO to buy my building and property and pay to help me relocate my business. 5) I would like someone to follow up with me <p>Thank You,</p>	<p>Confirmed on mail contact list. Response sent via mail on August 21, 2014:</p> <p>Thank you for attending the QEW Garden City Skyway Class EA Public Information Centre (PIC) #3 on June 19, 2014 and for providing your feedback. Your opposition to the Garden City Skyway twinning has been noted.</p> <p>Your concerns regarding noise, water, and wind impacts to your property have also been noted. The Project Team has completed an Environmental Noise Impact and Screening Level Vibration Assessment Report, which assesses the noise impacts resulting from the proposed works, and also identifies mitigation measures to minimize noise impacts resulting from construction. Key details from the report were presented at PIC #3. A copy of the PIC #3 displays is available at http://www.qewgcs.ca/qewgcs/events.asp. Impacts of the proposed works and associated mitigation measures will be outlined in the Transportation Environmental Study Report, anticipated to be completed at the end of 2014 or early 2015. At that time the report will be made available for a 30-day public review period, during which time any individual can provide comments on the report.</p> <p>Regarding water issues, stormwater runoff from the new bridge will be carried along the bridge and will drain into stormwater management ponds at each end of the structure. This arrangement should have the effect of reducing the amount of water in the vicinity of your property, as opposed to increasing it. The Project Team does not anticipate significant changes to the wind patterns in the area as a result of the new bridge.</p>

SUMMARY OF AGENCY / STAKEHOLDER CORRESPONDENCE – PIC #3

Agency / Stakeholder	Comments Received (copied verbatim)	Response / Action
		<p>Your request for the Ministry of Transportation (MTO) to purchase your property and help relocate your business has also been noted. However, based on the current Preliminary Design Plan, the property at [REDACTED] is not anticipated to be impacted by the proposed works and as a result, MTO will not be acquiring this property for the purposes of twinning the Garden City Skyway. If you wish to discuss this further please contact Mark Patterson, MTO Property Representative, by phone at 416-235-3874 or by e-mail at mark.patterson@ontario.ca.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team at project-team@qewgcs.ca.</p>
<p>Business owner in Niagara-on-the-Lake</p>	<p>Comment sheet submitted at PIC #3. Noted preference for email. Comments provided:</p> <p>As the owner/operators of [REDACTED] an ongoing profitable business operating at [REDACTED]</p> <p>How will we be delt with, will there be any assisstance in relocating to another site or in dealing with the Town of. N.O.T.L.?</p> <p>We also own the land beside the food court & want to know if the excess lands between our land & the QEW might be sold</p>	<p>Confirmed on mail and email contact lists. Response sent via email on August 25, 2014:</p> <p>Thank you for attending the QEW Garden City Skyway Class EA Public Information Centre (PIC) #3 on June 19, 2014 and for providing your feedback.</p> <p>Thank you for your question regarding how the Ministry of Transportation (MTO) acquires impacted property. Property acquisition is normally carried out two to three years before a scheduled construction project. Compensation is based on a fair market value appraisal. The Ministry will negotiate with each impacted property owner to try and come to a mutually satisfactory agreement. To discuss the property acquisition process please contact Mark Patterson, MTO Property Representative, by phone at 416-235-3874 or by e-mail at mark.patterson@ontario.ca.</p> <p>Discussions regarding potential assistance in relocating to another site will occur when property negotiations take place during the Detail Design phase of the project.</p> <p>In regards to your interest in the land near the northwest quadrant of the Glendale Avenue interchange, we can advise you that MTO is maintaining ownership of land at this location for the foreseeable future.</p> <p>Members of the Project Team are available to meet with you in person and/or by telephone to discuss impacts to your property and the property acquisition process. Please contact us via email at project-team@qewgcs.ca to arrange a meeting.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team at project-team@qewgcs.ca.</p>
<p>Business owner in St. Catharines</p>	<p>Comment sheet submitted at PIC #3. Noted preference for email. Comments provided:</p> <p>For the past 2 years, I've had my property at [REDACTED] go from making a decent profit, to a total mess. My tenants were running a [REDACTED] business since 2008, and were to be there for 20 yrs when they found out about this potential project they left for another site. I've had my property go to power of sale and basicly have lost everything I've put into this property since 2003. No one seems to have answers, no one seems to be able to help, don't understand how something like this can happen.</p>	<p>Confirmed on mail contact list. Response sent via email on August 25, 2014:</p> <p>Thank you for attending the QEW Garden City Skyway Class EA Public Information Centre (PIC) #3 on June 19, 2014 and for providing your feedback. Your concerns regarding the impacts to your property as a result of the proposed works have been noted.</p> <p>We can provide the following information to you regarding the project timeline and the Ministry of Transportation (MTO) process of property acquisition. The current Preliminary Design study is nearing completion, following final refinements to the Preliminary Design and preparation of the Transportation Environmental Study Report (TESR). The TESR will document the environmentally significant aspects of the planning and design of the proposed works. Once the TESR has been prepared it will be made available for a 30-day public review period, anticipated to take place at the end of 2014 or early 2015. A public notice will be published in local newspapers, posted on the project website (www.qewgcs.ca), and mailed / emailed to individuals included on the study contact list. The notice will indicate the timing of the TESR public review period and locations where the TESR will be available for review. You will receive a copy of the notice.</p> <p>The timing of construction commencement is subject to completing the current Preliminary Design study, obtaining all approvals, acquiring all required properties, completing Detail Design, and availability of funding. Following completion of the current study, the Ministry of Transportation (MTO) looks forward to proceeding with the subsequent Detail Design phase which will help the MTO better determine the timing of construction. Construction is currently not in MTO's five (5) year program; however, this five year program is reviewed every year.</p> <p>Future right-of-way requirements at a Preliminary Design level of detail are known at this time however final impacts to the property will be known when property negotiations occur during the Detail Design phase of the project. Property acquisition is normally carried out with impacted owners two to three years before a scheduled construction project. Compensation is based on a fair market value appraisal. The Ministry will negotiate with each impacted property owner to try and come to a mutually satisfactory agreement. To discuss the property acquisition process please contact Mark Patterson, MTO Property Representative, by phone at 416-235-3874 or by e-mail at mark.patterson@ontario.ca.</p> <p>Members of the Project Team are available to meet with you in person and/or by telephone to discuss impacts to your property and the property acquisition process. Please contact us via email at project-team@qewgcs.ca to arrange a meeting.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team at project-team@qewgcs.ca.</p>
<p>Resident of St. Catharines</p>	<p>Comment sheet submitted at PIC #3. Noted preference for email. Comments provided:</p> <p>Over all this project appears to address all major concerns. Mr. Cung answered my questions regarding the location of the new bridge North vs South side of QEW. I understand and appreciate the local topography influencing the position of the future bridge. My concerns are with fair compensation</p>	<p>Added to mail contact list. Response sent via email on August 20, 2014:</p> <p>Thank you for attending the QEW Garden City Skyway Class EA Public Information Centre (PIC) #3 on June 19, 2014 and for providing your feedback.</p> <p>You have been added to the study email list and will receive future study notices via email.</p>

SUMMARY OF AGENCY / STAKEHOLDER CORRESPONDENCE – PIC #3

Agency / Stakeholder	Comments Received (copied verbatim)	Response / Action
	<p>to homeowners and business operators. Speaking from experience re 406 Hwy and ramp in Whitby, folks were forced to sell early for a miniscule percentage of market value. The compensation must be fair. I am running for city council in St. Catharines, please keep me informed as I would like to communicate all developments to my community in the Merritton Ward.</p> <p>Comment received via email on August 20, 2014:</p> <p>Hi QEW GCS Project Team,</p> <p>thank you for your feed back regarding my comments. It is good to know that those comments are actually being read and responded to.</p> <p>I look forward to hearing more from you as the project moves forward.</p>	<p>Your concerns regarding compensation for impacted property owners have been noted. Property acquisition is normally carried out two to three years before a scheduled construction project. Compensation is based on a fair market value appraisal. The Ministry will negotiate with each impacted property owner to try and come to a mutually satisfactory agreement.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team at project-team@qewgcs.ca.</p> <p>Feedback noted.</p>
Residents of Niagara-on-the-Lake	<p>Comment sheet submitted at PIC #3. Noted preference for regular mail. Comments provided:</p> <p>Why spend millions more on the North side when there are hectares of vacant and unused industrial land on the south side? Which originally was the plan, why the change. The amount of money to put bridge on North side is outrageous.</p> <p>I guess common sense is not widely used today!!!!</p>	<p>Added to mail contact list. Response sent via mail on August 21, 2014:</p> <p>Thank you for attending the QEW Garden City Skyway Class EA Public Information Centre (PIC) #3 on June 19, 2014 and for providing your feedback.</p> <p>Your preference to twin the Garden City Skyway to the south has been noted. The selection of north twinning as the preferred alternative over south twinning was based on a detailed evaluation which considered socio-economic environment criteria, technical considerations (e.g. constructability, cost, and structural requirements), natural environment criteria and cultural environment criteria. The assessment and evaluation of alternatives identified north twinning as the preferred alternative over twinning to the south. From a socio-economic perspective, north twinning will result in fewer business and employment impacts than south twinning. From a technical perspective, north twinning has a lower constructability risk than south twinning, as no construction is required between the existing Garden City Skyway and the Homer Bridge, and because it provides better flexibility for future replacement of the existing Homer Bridge. Cost estimates for the north and south twinning alternatives, including property costs, were similar. The evaluation of alternatives was presented at PIC#2 on October 22, 2013. All PIC displays can be viewed at http://www.qewgcs.ca/qewgcs/events.asp.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team at project-team@qewgcs.ca.</p>
Resident of St. Catharines	<p>Comment received via webform submission on June 27, 2014. Noted preference to receive study notices via email.</p> <p>Please add me to the mailing list for updates.</p>	<p>Added to email contact list. Response sent via email on August 20, 2014:</p> <p>Thank you for your interest in the QEW Garden City Skyway Class Environmental Assessment. We have added you to the study contact list and you will receive updates via email as requested.</p> <p>If you require any additional information regarding the QEW Garden City Skyway Class Environmental Assessment, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team via email at project-team@qewgcs.ca.</p>
Resident of St. Catharines	<p>Comment received via webform submission on June 27, 2014. Noted preference to receive study notices via email.</p> <p>Please add me to the mailing list for updates</p>	<p>Added to email contact list. Response sent via email on August 20, 2014:</p> <p>Thank you for your interest in the QEW Garden City Skyway Class Environmental Assessment. We have added you to the study contact list and you will receive updates via email as requested.</p> <p>If you require any additional information regarding the QEW Garden City Skyway Class Environmental Assessment, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team via email at project-team@qewgcs.ca.</p>
Representative of impacted property owner	<p>Comment received via email on July 2, 2014:</p> <p>Dear Sir:</p> <p>RE: QEW Garden City Skyway Class Environmental Assessment Our Client: ██████████</p> <p>We act as solicitors for ██████████ and its principal, ██████████ in this matter.</p> <p>██████████ is the owner of a multi-tenanted plaza known municipally as ██████████ which property not only falls within the study limits but also falls within the proposed right-of-way for the "North twinning" as disclosed at the third Public Information Centre ("PIC").</p> <p>First, we wish to formally go on the record that our client did not receive any notice of the first PIC held on March 30, 2011 nor did it receive any notice of the second PIC held on October 22, 2013. Our client received notice of the third PIC on June 17, 2014, less than 48 hours before the third PIC held on June 19, 2014. We find this very troubling given the following statement set out of the study website</p>	<p>Response sent via email on August 22, 2014:</p> <p>Thank you for your July 2, 2014 letter and follow-up letter received August 14, 2014 (both attached) regarding the QEW Garden City Skyway Class Environmental Assessment. ██████████ concerns regarding the Preferred Alternative (north twinning) have been noted.</p> <p>Consultation with impacted property owners, stakeholders, and members of the public is an important part of the study process. To that end, we would first like to share the notification efforts the Project Team has undertaken throughout the course of this study, as follows:</p> <p>When the study commenced in November 2010, general stakeholder notification initially occurred through newspaper notices which were published in the St. Catharines Standard, Niagara Falls Review, and the Welland Port Colborne Tribune.</p> <p>Prior to the first Public Information Centre (PIC) in March 2011, notification occurred once again through notices published in the abovementioned newspapers. In addition, approximately 9,000 flyers were sent by Canada Post unaddressed bulk mail to residents and businesses in and near the study area, including the area where ██████████ property is located. The flyers outlined the details of the PIC and included a bold note requesting that recipients contact the Project Team if they wish to be added to the study mailing list. Notification letters were also sent out to all contacts on the study mailing list, from which anyone can request to be added or removed.</p>

SUMMARY OF AGENCY / STAKEHOLDER CORRESPONDENCE – PIC #3

Agency / Stakeholder	Comments Received (copied verbatim)	Response / Action
	<p>(www.qewqcs.ca):</p> <p>“Consultation is an important part of the class environmental assessment (Class EA) process. Consultation provides opportunities for two-way communication between the Project Team and interested stake holders and enables the identification of potentially significant matters early in the decision making process.”</p> <p>Without any explanation to date, our client was not given the opportunity to address “potentially significant matters early in the decision making process”. We are requesting an explanation as to why this occurred and why our client did not receive any notice of this project for over three (3) years.</p> <p>In any event, at the third PIC held on June 19th, our client was surprised to have learned that the functional planning stage had been complete since the fall of 2013 resulting in a preferred alternative and further that the study was now in the final stages of preliminary design; once again, without our client being given an opportunity to participate in the process.</p> <p>Based on what our client heard at the third PIC and the responses it received at the meeting, our client wishes to provide the following comments and objections:</p> <ol style="list-style-type: none"> To date, there has been no substantive evidence brought forward supporting that there is a need to twin the Garden City Skyway to address “long term structural, traffic safety and operational needs of the QEW crossing of the Welland Canal”; Assuming that a need has been established which our client denies, no studies have been disclosed to date in support of the preferred alternative of a North twinning including but not limited to a noise study, vibration study, air quality study and shadow study. Our client requested a copy of the same at the third PIC and was advised by Mr. Brent Gotts of MMM Group Ltd. that said studies were not available for distribution giving that not all of the studies have been completed to date; notwithstanding, a preferred alternative has been chosen; As previously stated, at the third PIC our client discovered for the first time that the proposed right-of-way will require an acquisition of its property; When our client asked Mr. Gotts whether there was any plan of mitigation for its property, the response given was no; and When our client requested a copy of the map of the preferred route, Mr. Gotts refused to provide a copy even though said map was available at the third PIC. <p>In summary, our client has grave concerns with the lack of public consultation to date and the lack of disclosure of key and material reports and studies which ought to have been available and disclosed prior to the selection of a preferred alternative. Our client has invested and continues to invest a substantial amount of money into its property. To date, it has not been afforded the opportunity to protect its investment against a project which, it believes, has and continues to work towards a predetermined outcome. This is manifestly unfair and contrary to the rules of natural justice.</p> <p>We look forward to a response to the serious issues raised in this letter and full disclosure of any and all reports and studies in relation to this matter as soon as possible. We also look forward to receiving confirmation that the preferred alternative will be reconsidered in light of the issues raised above.</p> <p>Comment received via email on August 14, 2014:</p> <p>Dear Sir:</p> <p>This letter is further to our letter of July 2, 2014, a copy of which is attached for your easy reference.</p> <p>We confirm that we have not received a response to our July 2nd letter. As you will recall, our letter raised a number of grave concerns with the lack of public consultation to date and the lack of disclosure of key and material reports and studies which ought to have been available and disclosed prior to the selection of a preferred alternative. At that time, we requested a response to these serious issues and full disclosure of any and all reports and studies in relation to this matter as soon as possible. No response whatsoever has been received which only illustrates a continued lack of transparency and a predetermination of the preferred alternative of a “North twinning”.</p> <p>We once again reiterate our request that we receive a response to the issues raised in our July 2nd letter and full disclosure of any and all reports and studies in relation to this matter forthwith.</p>	<p>Prior to PIC #2, notification again occurred through notices published in the abovementioned papers. Approximately 2000 flyers outlining details of PIC #2 were distributed by Canada Post unaddressed bulk mail to addresses adjacent to the preferred alignment to notify property owners and tenants, including the area where [REDACTED] property is located. Notification letters were also mailed to all contacts on the study mailing list, including to [REDACTED]. Identified potentially impacted property owners were sent registered letters informing them of potential property impacts and inviting them to attend a session for potentially impacted property owners prior to the PIC.</p> <p>Prior to PIC #3, newspaper notices were again published in the abovementioned newspapers, and letters were mailed to all contacts on the study mailing list. Impacted property owners received registered letters informing them of potential property impacts and inviting them to attend an impacted property owner session prior to the PIC or, if unavailable to attend the PIC, to contact the Project Team to arrange a separate meeting to discuss anticipated property requirements.</p> <p>[REDACTED] property at [REDACTED] is a newly identified impacted property, potentially impacted resulting from a design refinement to Dieppe Road which took place following PIC #2. As a result, [REDACTED] would not have received a letter prior to PIC #2 noting that his property was impacted, as it was not identified as an impacted property at that point in time; however, a general PIC #2 notification letter was mailed to [REDACTED]. While attending PIC #3, [REDACTED] indicated to Project Team members that he had received previous study notification materials, though previous notification to [REDACTED] would not have discussed any potential property impacts.</p> <p>In response to the comments and objections identified in your letter, we would like to provide the following responses:</p> <ol style="list-style-type: none"> The need and justification for twinning the Garden City Skyway was first identified at PIC #1. At PIC #2, the need and justification for north twinning was explained in more depth. Should you wish to review the PIC #1 and #2 displays, they are available on the project website at: http://qewqcs.ca/qewqcs/events.asp The Environmental Noise Impact and Screening Level Vibration Assessment Report was available at PIC #3, which Project Team members showed to [REDACTED]. He was informed at that time that the Project Team would provide him with copies of the final noise and air quality reports upon their completion. While these reports will be summarized in the Transportation Environmental Study Report, anticipated to be prepared for public review at the end of 2014 or early 2015, the Project Team will provide these reports to [REDACTED] as per his request. Please note that as per MTO guidelines, noise and air quality assessments consider sensitive receptors to include private homes (e.g. single family units and townhomes), multiple unit buildings such as apartments, and hospitals and nursing homes for the aged (with Outdoor Living Areas for noise assessments). Commercial developments do not qualify as sensitive receptors when conducting noise and air quality assessments. This is correct. As mentioned above, [REDACTED] property was identified as impacted as a result of a design refinement to Dieppe Road. The design refinement will require a portion of the property frontage. Any impacts to [REDACTED] property will be mitigated, as was explained at PIC #3. There is still potential to avoid direct impacts to his property, pending completion of the Preliminary Design process. Any impacts to the existing access at [REDACTED] will be addressed, although impacts are anticipated to be minimal (i.e., minor re-grading). The booklet showing property impacts that was available at PIC #3 was not provided to [REDACTED] as it contained the personal information of all impacted property owners. As noted by the Project Team at PIC #3, the Preliminary Design Plan depicts both the existing property fabric and the right-of-way requirements for the study. The Preliminary Design Plan is available on the project website at: http://qewqcs.ca/qewqcs/events.asp. Furthermore, at PIC #3 the Project Team provided [REDACTED] with a hard copy of the PIC #3 displays, including a copy of the Preliminary Design Plan. The attached figure provides a copy of the Preliminary Design Plan, focusing on the area of [REDACTED] property. <p>The Project Team would like to have a discussion with [REDACTED] regarding the study and the anticipated impacts to the property at [REDACTED]. Members of the Project Team are available to meet with [REDACTED] in person and/or by telephone. Please contact us via email at project-team@qewqcs.ca to arrange a meeting.</p>

SUMMARY OF AGENCY / STAKEHOLDER CORRESPONDENCE – PIC #3

Agency / Stakeholder	Comments Received (copied verbatim)	Response / Action
General Public	<p>Comment received via webform submission on July 4, 2014. Noted preference to receive study notices via email.</p> <p>I would like to ensure that on a structure of this significance, that particular attention is given to aesthetics. There are a lot of different types of structures, as noted on the display panels, that would be excellent examples of how the correct selection of structure type can compliment the natural environment and site, while providing a landmark for the future.</p>	<p>Response sent via email on August 20, 2014:</p> <p>Thank you for your interest in the QEW Garden City Skyway Class Environmental Assessment. We have added you to the study contact list and you will receive updates via email as requested.</p> <p>Your comments regarding the aesthetics of the new structure have been noted. Please note that the final bridge type will not be determined as part of this Preliminary Design study. The goal of the current study is to identify the property requirements for the new bridge, and investigate the range of potential impacts and mitigation measures associated with different bridge types. The final decision regarding bridge type will be made as part of the future Detail Design study, and will consider aesthetics, as well as other factors including construction costs, long-term maintenance costs, cultural heritage, clearance requirements for the St. Lawrence Seaway and Niagara District Airport, and other relevant factors.</p> <p>Should you require any additional information regarding the QEW Garden City Skyway Class EA, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team at project-team@qewgcs.ca.</p>
Affiliate of impacted property	<p>██████████ phoned Sandy Nairn (MMM Group) on July 14, 2014, to discuss the study, identifying himself as the first mortgagee on the property at ██████████ which is under a Power of Sale.</p> <p>Comment received via email on July 14, 2014:</p> <p>Hi Sandy,</p> <p>It was nice chatting with you this morning. Please add me to the contact list for the project. For your record, I'm one of the creditors selling ██████████ property, please contact me directly if you have any questions.</p>	<p>During the July 14, 2014 phone call, S. Nairn (MMM Group) provided ██████████ with contact information for the MTO Property representative to further discuss the property process. S. Nairn indicated timelines for the completion of the Preliminary Design and Class EA for the study, noting the TESR filing at the end of 2014 or early 2015, and provided him with the project website for additional information as he was unable to attend PIC #3.</p> <p>Response sent via email on August 20, 2014:</p> <p>Thank you for your interest in the QEW Garden City Skyway Class Environmental Assessment. We have added you to the study contact list and you will receive updates via email.</p> <p>If you require any additional information regarding the QEW Garden City Skyway Class Environmental Assessment, please visit the project website (www.qewgcs.ca) and feel free to contact the Project Team via email at project-team@qewgcs.ca.</p>