Administration
Office of the Regional Clerk
2201 St. David's Road, PO Box 1042, Thorold, ON L2V 4T7
Telephone: 905-685-4225 Toll-free: 1-800-263-7215 Fax: 905-687-4977
www.niagararegion.ca

March 21, 2014

CL 4-2014, March 20, 2014
PWC 4-2014, March 4, 2014
Report PW 31-2014

LOCAL AREA MUNICIPAL CLERKS

SENT ELECTRONICALLY

Escarpment Crossing Study –
Analysis of Alternatives and Proposed Next Steps
PW 31-2014

Regional Council, at its meeting of March 20, 2014, approved the following recommendation of its Public Works Committee:

> That staff **BE DIRECTED** to update the Terms of Reference for the Escarpment Crossing Study, such that a Master Plan, including an action plan for each exiting or proposed escarpment crossing within the study area, is prepared at the end of Phase 2 of the Environmental Assessment;
>
> That staff **BE DIRECTED** to present the findings of Phase 2 of the Escarpment Crossing Study to the public before the end of June 2014; and
>
> That copies of this report **BE FORWARDED** to the Local Area Municipalities.

A copy of Report PW 31-2014 is attached for your information.

Yours truly,

Natasha L. Devos
Acting Regional Clerk
/amn

cc. R. Tripp, Commissioner Public Works
R. Barany, Administrative Assistant to the Commissioner Public Works
M. Macara, Legal Services

Niagara Region

REPORT TO: Public Works Committee

SUBJECT: **Escarpment Crossing Study – Analysis of Alternatives, and Proposed Next Steps**

RECOMMENDATION

1. That staff **BE DIRECTED** to update the Terms of Reference for the Escarpment Crossing Study, such that a Master Plan, including an action plan for each existing or proposed escarpment crossing within the study area, is prepared at the end of Phase 2 of the Environmental Assessment; and

2. That staff **BE DIRECTED** to present the findings of Phase 2 of the Escarpment Crossing Study to the public before the end of June 2014; and

3. Copies of this report **BE FORWARDED** to the Local Area Municipalities.

PURPOSE

To receive Council support for a change in study direction as a result of the information found during the Escarpment Crossing Study process and for Public Information Centres (PICs) to be held before the end of June 2014.

This report replaces referred PW 9-2014 Escarpment Crossing Study: Status Update and Alternatives Analysis (attached as Appendix 4, for reference purposes).

BUSINESS IMPLICATIONS

Funds, totaling $700,000, have been approved for the Escarpment Crossing Study. The proposed scope changes will be accommodated within the existing study budget.

REPORT

At its September 6, 2011 meeting, Public Works Committee directed that the Niagara Escarpment Crossing Study Class Environmental Assessment (EA) be reopened for a new/improved escarpment crossing. The crossing would be designed for commercial traffic and mitigate the negative impacts to motorists and local residents.

Phase 1 of the EA: "Identification of the Problem or Opportunity", is complete. The first PIC was held in June 2013.

The focus of Phase 2 is the review of alternative solutions to address impacts of large trucks on escarpment crossings. The project team has reviewed the "do nothing" alternative, a new escarpment crossing, traffic management options, improving one or more existing crossings, or a combination of multiple alternatives. In general terms, the advantages and disadvantages of each alternative are summarized in Appendix 1.

No one single project will address all the concerns about truck traffic impacts on the crossings, sensitive areas, or local communities that have been expressed throughout the study. A new crossing between Tufford Road and Victoria Avenue, with a new interchange at Tufford Road (Alternative 6A/B in Appendix 2), would draw truck traffic away from Beamsville and Vineland. However, it would not address truck traffic on escarpment crossings in Grimsby.

An improved crossing via either Park/Bartlett Road (Alternative 2A) or Mountain Street (Grimsby – Alternative 7B/C) would draw some trucks from parallel routes to the improved crossing, but would not address concerns in Lincoln. Data regarding truck volumes, origins and destinations are included in Appendix 3.

The project team met with staff from Grimsby, Lincoln, West Lincoln and the Niagara Escarpment Commission to present the analysis of alternatives. Meetings were also held with the project's Technical Advisory Group, which included impacted local municipalities and provincial ministries/agencies, and the project's Stakeholder Advisory Committee, including citizen representatives from Chambers of Commerce, School Boards and community groups. A meeting with NEC staff was also held to review the requested collision analysis resulting from the analysis of alternatives.

The existing terms of reference for this project are based on Council's direction to specifically review one project; namely, a new or improved crossing for commercial traffic, as the way to address trucks travelling on steep grades through communities and passing incompatible land uses. A new crossing would require the project team to complete Phases 1 to 4 of the EA process.

Based on the information obtained and analysis completed to date, the solution now under consideration includes a range of area-specific options across the study area, with a new crossing as part of a longer term solution. Therefore, staff recommends that the terms of reference be revised to allow the consultant to complete a Master Plan report for the Escarpment Crossing Study, rather than completing Phases 3 and 4 of a Class EA, specifically for a new or improved crossing.

The Master Plan approach would allow for multiple traffic management projects to be proposed across the study area and for development of an implementation and staging plan. The Master Plan report would outline the recommended traffic management projects, their proposed timing, a corridor protection plan for a new escarpment crossing, and a monitoring program. This would be subject to completion of the Phase 2 analysis and receipt of feedback from the project team, Technical Advisory Group, Stakeholder Advisory Group and the public.

The monitoring program would be designed to evaluate the effectiveness of the traffic management solutions and to determine when/if a new crossing needs to be built. Improved traffic management techniques that will be evaluated include improved advance warning devices, speed controls, enhanced enforcement, and operational and safety improvements at some intersections and roadways.

Prior to the PICs, the project team will meet with staff from Grimsby, Lincoln and West Lincoln and from the impacted Regional Departments. In addition, the Technical Advisory and Stakeholder Advisory Committees will be consulted to ensure that their input is considered prior to finalizing the PIC materials. Following the PICs, staff will report back to Public Works Committee regarding the comments received. Work will then focus on completing and filing the Master Plan document for public comment.

PICs for Phase 2 of this project will be held in both Grimsby and Lincoln. Residents can also provide comments through the project webpage, or to the Region's project manager in person or by phone, fax, letter or email. The project team is also available to present to Councils of impacted Local Area Municipalities.

REPORTS PERTINENT TO THIS MATTER

TSSC-C 53-2013	Update on Major EA's October 8, 2013
TSSC-C 46-2013	Escarpment Crossing Study – Project Update July 9, 2013
TSSC-C 44-2013	Update on Major EA's May 28, 2013
TSSC-C 32-2013	Escarpment Crossing Study Class Environmental Assessment Status Update April 16, 2013
TSSC-C 15-2013	Update on Major EA's January 15, 2013
PW 76-2012	Contract Award, 2012-RFP-01, Niagara Escarpment Crossing Study, Town of Grimsby, Town of Lincoln and Township of West Lincoln July 17, 2012
PW 26-2012	Escarpment Crossing Study Terms of Reference March 6, 2012

Submitted by:

Betty Matthews-Malone P. Eng.
Acting Commissioner of Public Works

Approved by:

Harry Schlange
Chief Administrative Officer

This report was prepared by Jill Stephen, Associate Director (A), Public Works Strategic Projects; and reviewed by Joe Cousins, Director, Transportation Services Division, and Glen Cowan, Associate Director, Public Works Finance.

APPENDICES

Appendix 1: Review of Alternatives – Advantages and Disadvantages

Appendix 2: Opportunities for New or Realigned Escarpment Crossings

Appendix 3: Truck Volume, Origin and Destination Data

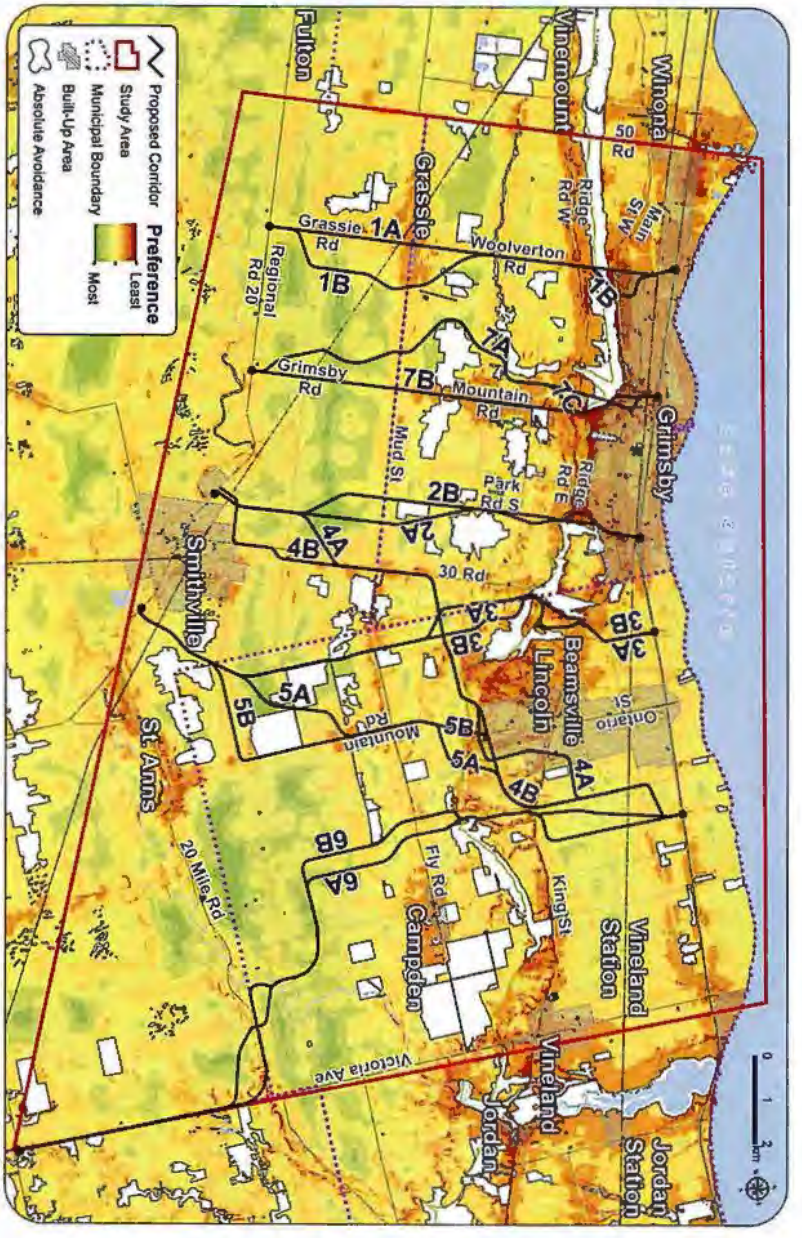
Appendix 4: Referred PW 9-2014 Escarpment Crossing Study: Status Update and Alternatives Analysis

APPENDIX 1

Review of Alternatives – Advantages and Disadvantages

Alternative	Pros	Cons
Do Nothing	Least costly alternative Least disruptive to the natural environment	Does not address concerns regarding heavy trucks on escarpment crossings or in local communities
Construct a New Escarpment Crossing	Provides the most flexibility to avoid very steep grades, significant natural areas, and existing communities	Would not address concerns across the entire study area Would still have the potential to impact significant and sensitive areas Costly alternative Would not be implemented in the near term
Improve an Existing Crossing	Avoids the need for a new crossing Could be completed sooner than a new crossing	Would not address concerns across the entire study area Would still have the potential to impact significant and sensitive areas Costly alternative
Traffic Management	Can be implemented in stages (budget and construction) Construction impacts will be less significant than a new crossing or an improved crossing	Would not provide a dedicated truck route Smaller, separate EAs could be required for each traffic management project
Combination of Traffic Management with a New or Improved Crossing	Can be implemented in stages (budget and construction) Can begin with Traffic Management, then determine if a new or improved crossing is still needed Allows a corridor for a possible future new crossing to be protected over time	Would not provide a dedicated truck route Smaller, separate EAs could be required for each traffic management project More costly than traffic management alone

APPENDIX 2
Opportunities for New or Realigned Escarpment Crossings



APPENDIX 3
Truck Volume, Origin and Destination Data

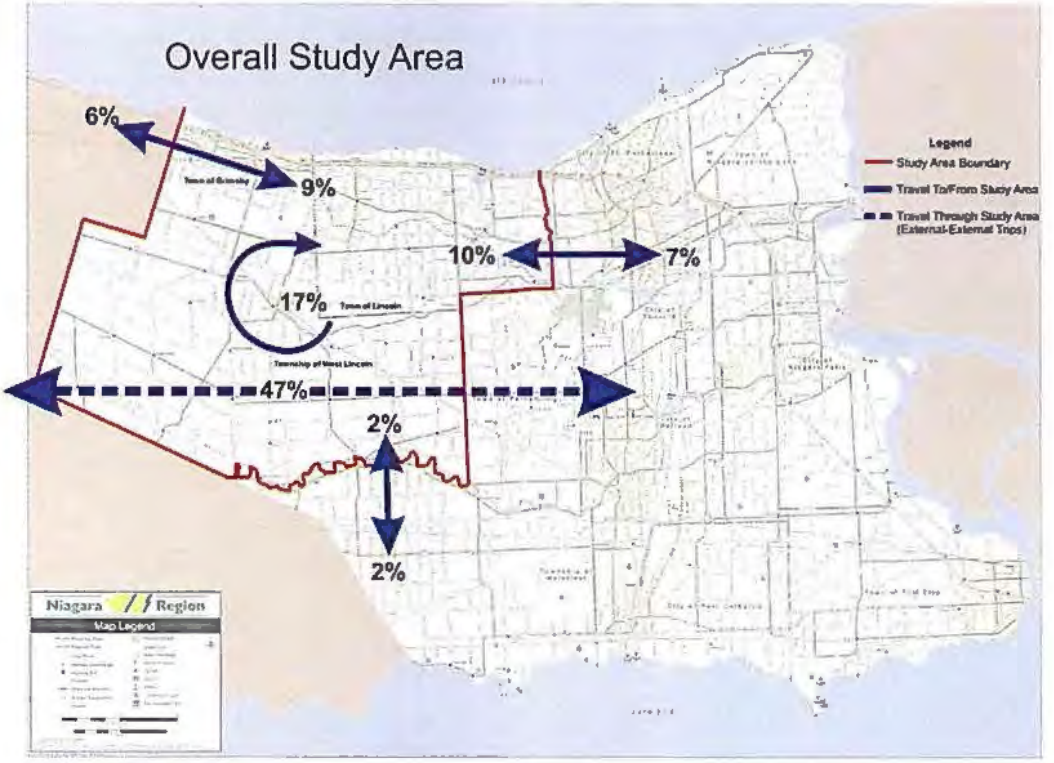
Average Daily Traffic Volumes (all vehicle types)

	ADT*				
Escarpment Crossing	May-97	Aug-03	Oct-06	Aug-08	Oct-12
Station 1 Mountain Street (Grimsby)	7500	9650	9950	8600	7800
Station 2 Park Road (Grimsby)	n/a	3250	1600	3450	3100
Station 3 Thirty Road (Lincoln)	n/a	1850	2550	1900	1750
Station 4 Mountain Street (Lincoln)	3900	5300	6000	4450	4050
Station 5 Victoria Avenue (Lincoln)	8200	10500	11950	9250	9000

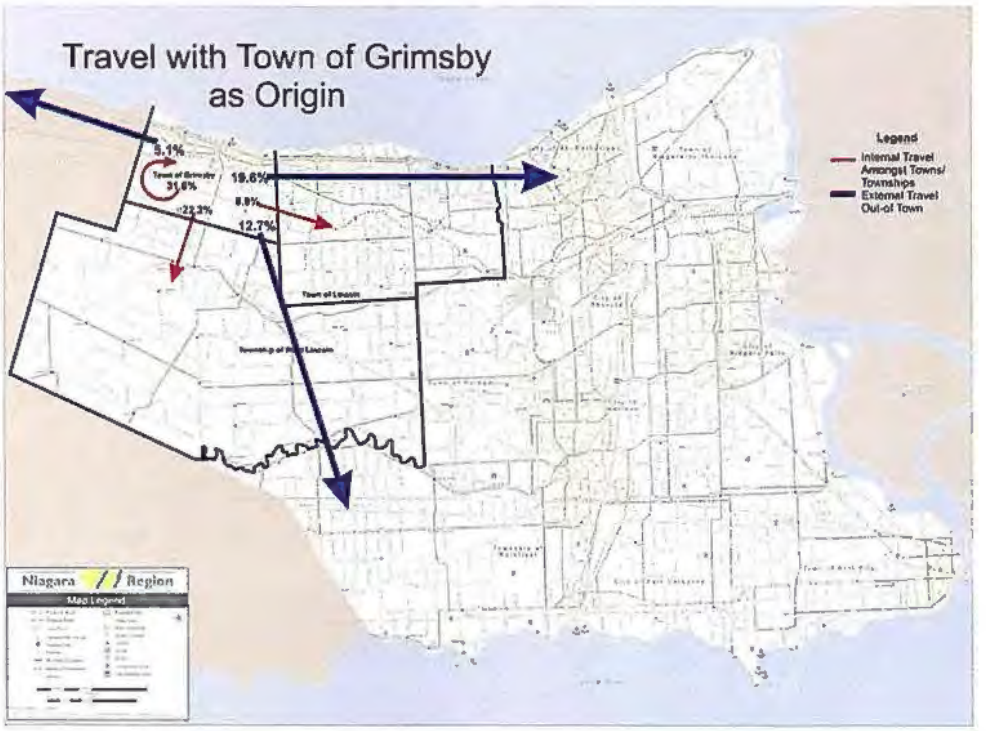
*Approximate Volume

Average Daily Traffic Volumes – Total Vehicles, and Trucks

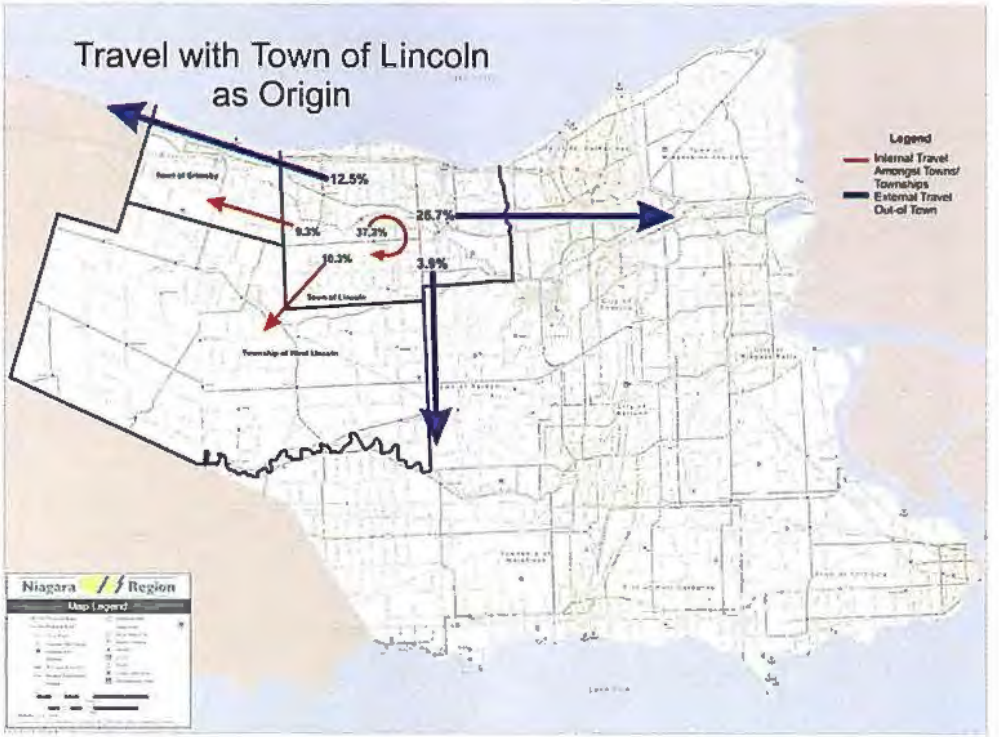
Origins and Destinations of Truck Traffic – Study Area



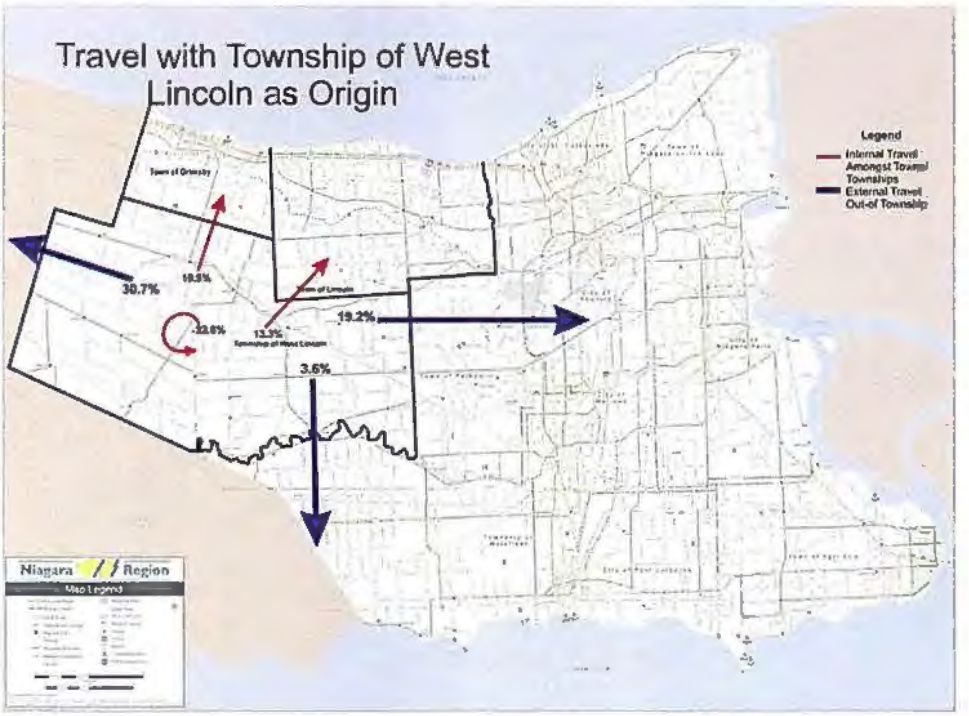
Origins and Destinations of Truck Traffic – Grimsby



Origins and Destinations of Truck Traffic – Lincoln



Origins and Destinations of Truck Traffic – West Lincoln



APPENDIX 4

PW 9-2014
January 7, 2014

Niagara Region

REPORT TO: Public Works Committee

SUBJECT: **Escarpment Crossing Study: Status Update and Alternatives Analysis**

RECOMMENDATION

That this report **BE RECEIVED** for information.

PURPOSE

This report updates the Public Works Committee and Council on the status of the Escarpment Crossing Study and introduces alternatives that will be reviewed in the next phases of the study.

BUSINESS IMPLICATIONS

Funds totaling $700,000 have been approved for the Escarpment Crossing Study. This amount is expected to be sufficient to complete this initiative.

REPORT

At the September 6, 2011 meeting, Public Works Committee directed staff to "reopen the Class Environmental Assessment for a new or improved escarpment crossing, which would be designed for commercial traffic and mitigate the negative impacts to motorists and local residents".

Through PW 76-2012, Hatch Mott MacDonald was retained to undertake the study, following a competitive request for proposal process.

The completed Phase 1 of the Niagara Escarpment Crossing Study Environmental Assessment (EA) identified the problem/opportunity. Phase 2 of the EA focused on the development of alternative solutions to address commercial traffic impacts on escarpment crossings.

Using the results of commercial vehicle operator surveys, computer modelling of truck routes and input from the general public, the following alternatives for a new escarpment crossing were identified:

- A new crossing between Tufford Road and Victoria Avenue, with a new interchange at Tufford Road, shown as Alternative 6A/B on Appendix 1,
- An improved crossing via Park/Bartlett Road (Alternative 2A), and

- An improved crossing via Mountain Street (Alternative 7B/C).

The Technical Advisory Committee also fully participated in the process. This included representatives from Lincoln, Grimsby, St. Catharines, Welland, West Lincoln, the Niagara Peninsula Conservation Authority and the Niagara Escarpment Commission.
The project team, comprised of Regional staff and the consultant, analyzed the benefits of enhanced advance warning devices, speed controls, additional enforcement, and operational and safety improvements. Potentially, the preferred solution could include a combination of these traffic management techniques.

In Phase 3 of the EA, prior to finalizing the preferred alternative, the project team will determine if a new or significantly realigned crossing would meet the Niagara Escarpment Commission's definition of "necessary infrastructure". The project team is analyzing vehicle collision records to determine if a new or realigned escarpment crossing would be justified.

Traffic volume and capacity analyses indicate that there currently may be sufficient capacity to address traffic growth on existing escarpment crossings. Consequently, in addition to traffic volume growth, the team will consider a variety of factors to determine if a new escarpment crossing is warranted.

During the second quarter of 2014, Public Information Centres (PICs) will be held in Grimsby and Lincoln to present EA alternatives for public input. Residents can also provide comments through the project web page or Regional staff. The project team is available to make presentations to Local Municipal Councils upon request.

REPORTS PERTINENT TO THIS MATTER (Available electronically)

TSSC-C 53-2013	Update on Major EA's, October 8, 2013
TSSC-C 46-2013	Escarpment Crossing Study - Project Update, July 9, 2013
TSSC-C 44-2013	Update on Major EA's, May 28, 2013
TSSC-C 32-2013	Escarpment Crossing Study Class EA Update, April 16, 2013
TSSC-C 15-2013	Update on Major EA's, January 15, 2013
PW 76-2012	Contract Award, 2012-RFP-01, Niagara Escarpment Crossing Study - Grimsby, Lincoln and West Lincoln, July 17, 2012
PW 26-2012	Escarpment Crossing Study Terms of Reference, March 6, 2012

Submitted by:

Betty Matthews-Malone P. Eng.
Acting Commissioner of Public Works

Approved by:

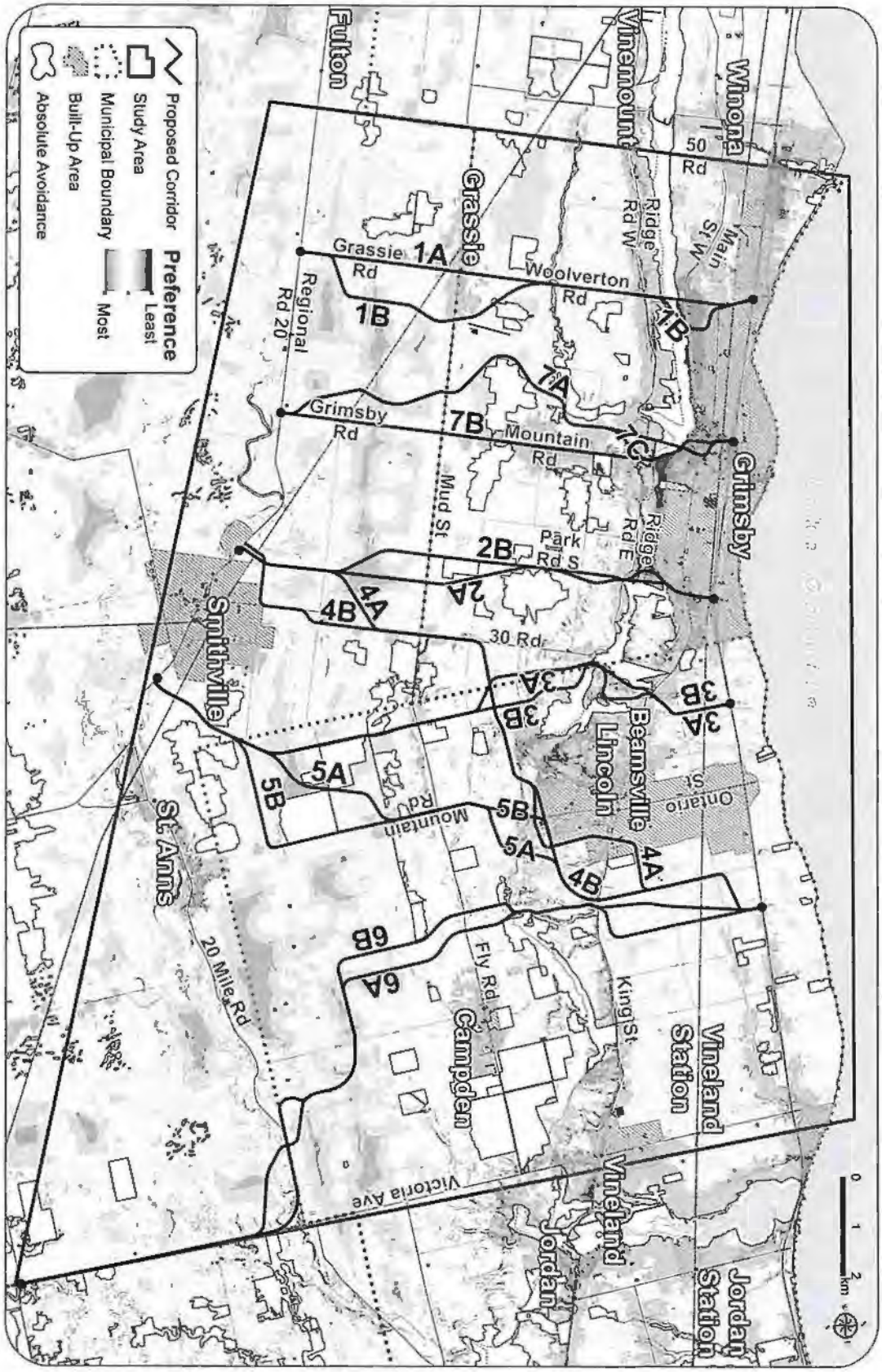
Harry Schlange
Chief Administrative Officer

This report was prepared by Jill Stephen, Associate Director (A), Public Works Strategic Projects; and reviewed by Joe Cousins, Director, Transportation Services Division, and Glen Cowan, Associate Director, Public Works Finance.

APPENDICES

Appendix 1 - Opportunities for New or Realigned Escarpment Crossings

APPENDIX 1
Opportunities for New or Realigned Escarpment Crossings



Administration
Office of the Regional Clerk
2201 St. David's Road, PO Box 1042, Thorold, ON L2V 4T7
Telephone: 905-685-4225 Toll-free: 1-800-263-7215 Fax: 905-687-4977
www.niagararegion.ca

March 21, 2014

CL 4-2014, March 20, 2014
PWC 4-2014, March 4, 2014
Report PW 36-2014

LOCAL AREA MUNICIPAL CLERKS

SENT ELECTRONICALLY

Combined Sewer Overflow (CSO) Control Policy
2014 Funding Recommendations
Parent Project ZSW1410
PW 36-2014

Regional Council, at its meeting of March 20, 2014, approved the following recommendation of its Public Works Committee:

> That subject to initiation of project ZSW1410 Wet Weather Flow/CSO Program, the amount of $5,320,615 **BE APPROVED** for the 2014 Local Area Municipal projects identified in Appendix 1 of Report PW 36-2014 for funding under the CSO Control cost sharing program;
>
> That funding of $20,615 **BE TRANSFERRED** from Wastewater Capital Variance Reserve for the 2014 CSO Control cost sharing program;
>
> That subject to initiation of project ZSW1410, Regional staff **PREPARE AND EXECUTE** the respective partnership funding agreements with Local Area Municipalities for qualifying projects to reflect the terms and conditions set out in the attached Appendix 2 of Report PW 36-2014; and
>
> That the Area Municipalities **BE ADVISED** of the results of Regional funding support as set out in Appendix 1 of Report PW 36-2014.

A copy of Report PW 36-2014 is attached for your information.

Yours truly,

Natasha L. Devos
Acting Regional Clerk
/amn

cc. R. Tripp, Commissioner Public Works
R. Barany, Administrative Assistant to the Commissioner Public Works
M. Macara, Legal Services

Niagara Region

REPORT TO: **Public Works Committee**

SUBJECT: **Combined Sewer Overflow (CSO) Control Policy**
2014 Funding Recommendations
Parent Project ZSW1410

RECOMMENDATION

1. That, subject to initiation of project ZSW1410 Wet Weather Flow/CSO Program, the amount of $5,320,615 **BE APPROVED** for the 2014 Local Area Municipal projects identified in Appendix 1 for funding under the CSO Control cost sharing program;

2. That funding of $20,615 **BE TRANSFERRED** from Wastewater Capital Variance Reserve for the 2014 CSO Control cost sharing program;

3. That, subject to initiation of project ZSW1410, Regional staff **PREPARE AND EXECUTE** the respective partnership funding agreements with Local Area Municipalities for qualifying projects to reflect the terms and conditions set out in the attached Appendix 2; and

4. That Area Municipalities **BE ADVISED** of the results of Regional funding support as set out in Appendix 1.

PURPOSE

This report recommends approval of 2014 Regional CSO Control Program funding for Local Area Municipal CSO projects.

BUSINESS IMPLICATIONS

The recommended eligible projects submitted by Local Area Municipalities total $5,320,615, which exceeds the 2014 CSO Control Program funding of $5,300,000 by $20,615. It is recommended that this amount be funded from the Wastewater Capital Variance Reserve (CVR).

Sufficient funding is available in the Wastewater CVR to accommodate the transfer. The balance in the Wastewater CVR is currently $1,000,000. An initiation report will be presented to the Corporate Services Committee concurrent to this report to initiate the funding included in the 2014 budget.

REPORT

On November 20, 2013 Local Area Municipalities were sent CSO Control funding applications by the Region with an application deadline of January 10, 2014. Forty-five

applications were received from Local Area Municipalities. Regional staff reviewed the applications and all were in compliance with the CSO Control Policy. The Local Area Municipalities CSO Control funding applications totaled $5,320,615

In the past, the CSO Control funding annual budget has generally been $6,600,000. In June 2013, a request was sent to Local Area Municipalities to provide an estimate of CSO Control funding required in 2014. Local Area Municipal estimates totalled $5,296,000. Based on these estimates, the 2014 CSO Control program annual budget was lowered to $5,300,000. The Local Area Municipalities' final funding applications totaled $5,320,615. This resulted in the budget being exceeded by $20,615.

A summary of all recommended 2014 CSO Control Applications received from the Local Area Municipalities, including project descriptions, is included in Appendix 1. Subject to Council's approval, participating Local Area Municipalities will be issued a letter formalizing funding terms and conditions. An outline of the terms and conditions is provided in Appendix 2.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

PWA 116-2008	Combined Sewer Overflow (CSO) Control Policy-Proposed Policy Amendments
PW 22-2013	Combined Sewer Overflow (CSO) Control Policy–2013 Funding Recommendations

Submitted by:

Betty Matthews-Malone, P.Eng.
Acting Commissioner of Public Works

Approved by:

Harry Schlange
Chief Administrative Officer

This report was prepared by Alyshia Tuomi, P.Eng., Project Manager and reviewed by Michael Roach, Manager, Public Works Finance, Cathy DeLuca, Senior Budget Analyst, and Charles Rittner, Acting Director, Water & Wastewater Services.

APPENDICES

Appendix 1 - Recommended 2014 CSO Control Funding Requests

Appendix 2 - Terms and Conditions of Funding Agreements

Appendix 1

Recommended 2014 CSO Control Funding Requests

Municipality	Project Title	Project Type	Funding Applied 2014 (50%)	Project Description
Lincoln	Beamsville I/I Post Rehabilitation Assessment	Study	$11,500	Analysis of flow data, flow monitoring, post construction analysis
Niagara Falls	Robinson Street Sewer Separation (Main Street to Stanley Avenue)	Construction	$232,000	Sewer separation, new storm sewer.
Niagara Falls	Robinson Street Sewer Separation (East Limit - Stanley Avenue)	Design	$12,800	Design of sewer separation and new storm sewers.
Niagara Falls	Maple Street Sewer Separation (Third Avenue to Sixth Avenue)	Design and Construction	$342,150	Design and construction of sewer separation, new storm sewer.
Niagara Falls	Sylvia Place Sewer Separation (Peer Street to Ferry Street)	Construction	$82,500	Sewer separation, new storm sewer.
Niagara Falls	Crescent Road Sewer Separation (Dorchester Road to West Limit)	Design	$9,100	Design of sewer separation, including new storm sewer.
Niagara Falls	Desson Avenue, Buchanan Avenue and Slater Avenue (Spring Street to Kitchener Street) - Sewer Separation	Construction	$378,402	Sewer separation, new storm sewer.
Niagara Falls	Crysler Avenue Sewer Separation (Ellis Street to Queen Street)	Design	$11,303	Design of sewer separation and new storm sewers.
Niagara Falls	St.Lawrence Avenue Sewer Separation (Ellis Street to Queen Street)	Design	$12,051	Design of sewer separation and new storm sewers.
Niagara Falls	North Street Sewer Separation (Portage Road to Stanley Avenue)	Design	$15,600	Design of sewer separation, new storm sewer.
Niagara Falls	Fifth Avenue Sewer Separation (Bridge Street to North Limit)	Design	$9,250	Design of sewer separation and new storm sewers.
Niagara Falls	Sixth Avenue Sewer Separation (Bridge Street to North Limit)	Design	$9,250	Design of sewer separation and new storm sewers.
Niagara Falls	Kitchener Street Sewer Separation (Portage Road to Stanley Avenue)	Design	$15,175	Design of sewer separation, new storm sewer.
Niagara Falls	Balmoral Avenue Sewer Separation (including Maureen and Timothy Crescent)	Design	$14,155	Sewer separation, installing new storm sewer.
Niagara Falls	Stanton Avenue Sewer Separation (Leader Lane to Ferguson Street)	Design and Construction	$71,023	Design and construction of sewer separation, new storm sewer.

Appendix 1

Recommended 2014 CSO Control Funding Requests

Municipality	Project Title	Project Type	Funding Applied 2014 (50%)	Project Description
Niagara Falls	Huron Street Sewer Separation (First Avenue to Fourth Avenue)	Design and Construction	$242,525	Design and construction of sewer separation, new storm sewer.
Niagara Falls	Allendale Avenue Sewer Separation (Robinson Street to Ferry Street)	Design	$8,438	Design of sewer separation and new storm sewers.
Niagara Falls	Second Avenue Sewer Separation (Huron Street to Maple Street)	Design and Construction	$105,800	Design and Construction sewer separation, installing new storm sewer.
Niagara Falls	Grey Avenue Sewer Separation (Peer Street to Ferry Street)	Design and Construction	$87,275	Design and Construction sewer separation, installing new storm sewer.
Niagara Falls	Ellis Street Sewer Separation (Ontario Avenue to Burch Place)	Design and Construction	$25,406	Design and Construction sewer separation, installing new storm sewer.
Niagara Falls	Ralph Avenue Sewer Separation (Dixon Street to Dunn Street)	Design and Construction	$81,221	Design and Construction sewer separation, installing new storm sewer.
Niagara Falls	Corwin Crescent Sewer Separation (Walter Avenue to Carlton Avenue)	Design and Construction	$727,205	Sewer Separation, installing new storm sewer .
Niagara Falls	Brookfield Avenue Sewer Separation (Clare Crescent to Lundy's Lane)	Design	$19,200	Design of sewer separation, new storm sewer.
Niagara Falls	Drummond Road Sewer Separation (McLeod Road to Oldfield Road)	Study	$9,200	Study for sewer separation in area.
Niagara Falls	Maranda Street - Franklin Avenue to Drummond Road - Sewer Separation	Design	$10,000	Design of sewer separation and new storm sewers.
Niagara Falls	Level Avenue Sewer Separation (Dixon Street to Dunn Street	Design and Construction	$126,280	Design and construction of sewer separation, new storm sewer.
Niagara Falls	Buchner Place Sewer Separation (Drummond Road to East Limit)	Construction	$44,400	Sewer separation, new storm sewer.
Niagara Falls	Colborne Street Sewer Separation (St.James Avenue to Portage Road)	Design and Construction	$184,800	Design and Construction sewer separation, installing new storm sewer.
Niagara Falls	Niagara Falls Pollution Control Plan Update Study	Study	$100,000	Updating the Pollution Prevention Control Plan. Flow Monitoring and Modelling.
NOTL	Phase 1 - Garrison Village Pumping Station Drainage Area CSO Reduction Project	Study	$61,000	An I/I study.

Appendix 1

Recommended 2014 CSO Control Funding Requests

Municipality	Project Title	Project Type	Funding Applied 2014 (50%)	Project Description
NOTL	Phase 2 - Lakeshore Road Pumping Station Drainage Area CSO Reduction Project	Study	$131,606	Phase 2 of an I/I reduction plan including; additional investigation, pipe rehabilitation, manhole rehab, and flow monitoring to quantify success
St.Catharines	Flow Monitoring - Hydraulic Model Enhancement	Study	$50,000	Collect and analyze flow monitoring data.
St.Catharines	George Street & Catherine Street – New Storm Sewers	Construction	$317,500	Sewer Separation. New storm sewers.
St.Catharines	Buckland Sewer – New Storm Sewers	Construction	$325,000	Sewer Separation. New storm sewers.
St.Catharines	Chestnut Lane – New Storm Sewers	Study	$137,500	Sewer Separation. New storm sewers.
St.Catharines	Extraneous Flow and Collection System Evaluation Survey	Study	$500,000	Identify and evaluate I/I issues. Detailed system wide sewer condition assessments
Welland	CSO & Sewer System Flow Level Monitoring	Study	$50,000	Flow Monitoring. Third party funding.
Welland	River Road Area Sewer Separation	Study	$250,000	Sewer Separation, construction of new storm sewers. Third party funding.
Welland	Empress Ave Sanitary Drainage Area	Design	$37,500	Study and design to address high i/I issues within area.
Welland	Empire St Area Sewer Separation	Construction	$250,000	Sewer Separation , construction of new storm sewers
Welland	OAW Overflows Lincoln & Coventry	Study	$25,000	Flow Monitoring of overflows in an area.
Welland	CSO Pollution Control Plan Update & Sanitary Sewer Modelling Study	Study	$50,000	Flow monitoring of various overflow within the City of Welland. Third party funding.
Welland	Fitch St Pumping Station Drainage Area Extraneous Flow Reduction Program	Design and Construction	$37,500	Investigation into extraneous flows in the Fitch St SPS drainage area. Including flow monitoring, possible addition of orifice and weirs to reduce CSO's
Welland	Edgar Elgin St Area Sewer Separation	Design	$50,000	Sewer Separation investigation and design
Welland	OAW Tunnel Disconnection	Construction	$50,000	Sewer Separation, construction of new storm sewers. Separate sanitary flows from tunnel.
Total Recommended 2014 Funding			**$5,320,615**	

Appendix 2

Combined Sewer Overflow Control Policy Funding Conditions

The terms and conditions under which funding will be offered to the successful applications include the following:	
1.	*Amount of Funding, Studies* - The Region shall contribute 50% of study costs, provided the Region participates on a committee overseeing the study and the study covers the entire area tributary to the Wastewater Treatment Plant(s) and includes both local and Regional infrastructure.
2.	*Amount of Funding, New Facilities and Measures* – The Region shall contribute 50% of the cost of new control facilities and measures, provided that; the facility or measure is supported by a recommendation from a current CSO study, life cycle cost comparisons of alternative solutions were undertaken and the Region agrees with the cost comparisons, the Region agrees with the 'best overall solution', and the Region participates on a committee overseeing the design.
3.	*Third Party Funding* – The Region's 50% funding shall be net of any third party funding approved for the project. If third party funding is obtained after Regional funding approval, the amount of Regional funding will be adjusted to be net of any third party funding. Payment of the 50% funding to the Area Municipality shall be based on actual expenditures incurred up to the maximum amount approved by Regional Council based on the budget submitted with the application.
4.	*Project Lead Studies* – lead by either the Area Municipality or the Region based on a mutual agreement prior to initiation of study.
5.	*Project Lead New Facilities and Measures* – a project located in the Area Municipal wastewater system shall be managed by the Area Municipality, if a project is in the Regional wastewater system it shall be managed by the Region. On a case-by-case basis the Region may consider managing a project in the local system, if requested by the Area Municipality.
6.	*Ownership and Operation of Assets* – The ownership and operation of all new and existing assets shall remain the responsibility of the current owner. The Area Municipality, on a case by case basis, may request the Region to operate and maintain an existing or new CSO control facility on behalf of the Area Municipality on a direct charge back basis.
7.	*Follow up Flow Monitoring* – On a case-by-case basis, the Region may include a condition or approval of funding that requires follow up flow monitoring to assess its effectiveness.
8.	*Expiry of Funding* – Funding of a project by the Region may expire if the local Area Municipality does not invoice the Region within three (3) years of the date of funding approval by Regional Council. Also, if an Area Municipality decides not to proceed with a project, the Region may revoke funding. The Region may also withdraw funding for future phases if a project does not proceed on a continuous basis toward completion.
9.	*Indemnity* – The Region, or its directors, officers, employees, agents or consultants will not be held liable as a result of providing funding for any project.
10.	*Regional Recognition* – The Area Municipality is to ensure that the Region is to be acknowledge in all advertising and publicity related to the project for which funding was provided.
11.	*Project Deliverables* – The Region shall receive copies of all project deliverables, including, but not limited to, reports, flow monitoring data, hydraulic modelling files, GIS layers/data, and technical memorandums.
12.	*Funding Agreement* - A letter formalizing the funding in accordance with the Region's CSO Funding Policy will be issued to the Area Municipality for signature and used as the agreement to the terms and conditions of the funding.

35.238

Niagara Region

Planning and Development Services
2201 St. David's Road, PO Box 1042, Thorold, ON L2V 4T7
Telephone: 905-685-4225 Toll-free: 1-800-263-7215 Fax: 905-641-5208
www.niagararegion.ca

April 2, 2013

File: D.13 ROPA 1

Ms. Bonnie Nistico-Dunk
Clerk
City of St. Catharines
P.O. Box 3012
St. Catharines, ON L2R 7C2

RECEIVED
APR 04 2014
CITY CLERK'S OFFICE
ST. CATHARINES, ONTARIO

Note from the Office of the City Clerk: A copy of this correspondence was provided to PDS for review.

Dear Ms. Nistico-Dunk,

Re: Request for Comments
Proposed Regional Official Plan Amendment 1 (ROPA 1)
Organizational Framework of the Regional Official Plan

Since the Regional Official Plan was last consolidated in January of 2010, several significant amendments have been approved by Regional Council. These amendments include the Region's Sustainable Communities Policies (RPPA 2-2009), the Gateway Economic Zone and Centre (RPPA 1-2012) and the Value Added Policies (RPPA 6-2009).

Before the next office consolidation occurs, a comprehensive reorganization of the framework of the Regional Official Plan is required. The purpose of this amendment is to set-up the framework of the Official Plan in a way that helps facilitate consolidation and the integration of future amendments. The structure of the Plan will be modified to improve interpretation and its overall readability for all users. In addition, the name of the chapters in the Plan will be modified to align with the themes of Imagine Niagara. I have attached a copy of the draft amendment for your review.

The proposed amendment will include the creation of new chapters, the renaming of existing chapters, deletion of out-of-date policies and definitions, and some minor wording changes. No significant changes to policy context or intent will be made through this amendment.

Please review the draft Amendment in terms of the policies and programs of your agency and forward comments to me by **June 1, 2013**. If no response is received, it will be assumed that your department/agency has no comment or objection to the proposed amendment. If you have any questions or require additional information please contact me by phone, 905-685-1571, ext. 3442, or by e-mail at craig.rohe@niagararegion.ca.

Yours truly,

Craig Rohe
Planner

Attachments: Draft Regional Official Plan Amendment 1 Text

cc: Ms. Natasha Devos, Acting Regional Clerk
Mr. Curt Benson, MCIP, RPP, Acting Director, Planning Services

DISTRIBUTION
Original: Council

COPIES TO
CSS:
EDCS:
FIRE:
FMS::
LEGAL:
LSSC:
PDS: X
RCS:
TES:
MAYOR/CAO:

REGIONAL OFFICIAL PLAN AMENDMENT NO. 1

TO THE OFFICIAL PLAN
FOR THE NIAGARA PLANNING AREA

PART "A" - THE PREAMBLE
The preamble provides an explanation of the Amendment including the purpose, location, background, and basis of the policies, and implementation, but does not form part of this Amendment.

- Title and Components
- Purpose of the Amendment
- Location of the Amendment
- Background
- Basis for the Amendment
- Implementation

PART "B" – THE AMENDMENT
The Amendment describes the additions and/or modifications to the Official Plan for the Niagara Planning Area, which constitute Regional Official Plan Amendment No. 1.

- Map Changes (no changes)
- Text Change

PART "C" – THE APPENDICES
The Appendices provide information, public participation and agency comments relevant to the Amendment, but do not form part of this Amendment.

PART "A" – THE PREAMBLE

TITLE AND COMPONENTS:

This document, when approved in accordance with Section 17 of the *Planning Act*, 1990, shall be known as Amendment 1 to the Regional Official Plan of the Niagara Planning Area. Part "A" – The Preamble, contains background information and does not constitute part of this Amendment. Part "B" – The Amendment, consisting text changes, constitutes Amendment 1 to the Regional Official Plan of the Niagara Planning Area. Part "C" – The Appendices, does not constitute part of the Amendment. These Appendices contain information related to public involvement and agency comments associated with the Amendment and do not form part of this Plan.

PURPOSE OF THE AMENDMENT:

The purpose of this amendment is to:

a) Improve the organization and readability of the Plan
b) Establish new Chapters in the Plan that align with the themes of Imagine Niagara
c) Delete duplicate and/or non-applicable policies
d) Correct minor spelling and grammatical errors

LOCATION OF THE AMENDMENT:

This amendment applies throughout the entire Niagara Planning Area.

BACKGROUND:

The Regional Plan was last consolidated in January 2010. Since then, several important policy amendments have been completed that outline and support the long term Growth Strategy for Niagara. Although the Policies are in effect, they have not been physically added to the Plan through Office Consolidation. Before the consolidation of the Plan can occur, there are several organization, formatting, and minor content changes that are required. This amendment will establish the new format and organizational structure of the Plan that is consistent with the themes of Imagine Niagara (5 year review of the Plan).

BASIS FOR THE AMENDMENT:

1. This Amendment is a required step in order to consolidate the Plan with recently approved amendments, including Amendment 2-2009 (Sustainable Communities Policies).

2. The Amendment will establish the new structure of the Plan (Chapter names and sequencing).

3. The Amendment is divided into sections, which constitute the Amendment:
   a) Part I: New Plan Chapters
   b) Part II: Renaming and renumbering of existing Sections
   c) Part III: Remove out-of-date, and/or duplicate policies
   d) Part IV: Minor Text Changes and Consistency of Terms

After the approval of this amendment, a series of additional technical changes will be made to the content of Plan through consolidation (renumbering of policies, consistency of terms, design and look of Plan, correcting spelling and grammatical errors, etc.). These modifications are permitted to be made during office consolidation without Council approval because they meet the definition of a technical change. (Please see Regional Policy Plan Amendment 3-2012 for precise language and use)

4. The Amendment was the subject of a Public Meeting held under the *Planning Act* on April 23, 2014. Public and agency comments were addressed as part of the preparation of this Amendment.

5. Based on the Region's review of the *Planning Act*, the Provincial Policy Statement (2005, 2014), the Regional Official Plan, public consultation, and agency consultation, Regional staff is of the opinion that the Amendment is consistent with and conforms to Provincial and Regional policies and plans and, represents good planning.

IMPLEMENTATION:

Section 14, Implementation of the Official Plan for the Niagara Planning Area, shall apply where applicable.

PART "B" – THE AMENDMENT

Amendment 1
To the Regional Official Plan for the Niagara Planning Area

Map Changes:

i. There are no mapping changes as a part of this amendment.

Text Changes:

The Official Plan for the Niagara Planning Area is amended as follows:

Part I: Creation of New Plan Chapters

1. The following Chapters are created within the Regional Official Plan
   a. **Chapter 3 – Employment**
   b. **Chapter 6 – Resources**
   c. **Chapter 9 – Transportation***
   d. **Chapter 15 – Definitions**

***Note* - As a part of the approval of Regional Policy Plan Amendment 2-2009, Section 8 (Public Utilities) and Section 9 (Transportation) were merged together as Section 8 – Infrastructure. A modification is being recommended to re-establish a standalone section for the Region's Transportation Policies.**

Part II: Renaming and Renumbering of Existing Sections

1. "Section 1 - Physical and Economic Background" and "Section 2 - Planning Background" are merged together and renamed as "***Chapter 1 – Imagine Niagara***".

2. "Section 3 - Regional Strategy for Development and Conservation" and "Section 4 - Economic Development and Tourism" are merged together and renamed as "***Chapter 2 – Growing the Economy***".

3. "Section 5 – Sustainable Communities Policies" is renamed as "***Chapter 4 – Managing Growth***".

4. "Section 6 - Agriculture and Rural Areas" is renamed as "***Chapter 5 – Rural and Agriculture***".

5. "Section 7 - Natural Resources and Environmental Areas" is renamed as "***Chapter 7 – Natural Environment***".

6. "Section 10 – Creative Niagara" is renamed as "***Chapter 10 – Creative Niagara***".

7. "Section 11 – Finance" is renamed as "***Chapter 11 – Housing and Community Services***".

8. "Section 13 – Site Specific Policies" is renamed "***Chapter 13 – Site Specific Policies***".

***Note* - The policies within the Regional Official Plan will be organized thematically and renumbered through consolidation. Consolidation will occur immediately after the appeal period for this amendment expires. The location and numbering of Official Plan policies will be discussed concurrently during the processing of this amendment.**

Part III: Remove Out-of-Date, and/or Duplicate Policies

1. The following Objectives and Policies are deleted from the Plan:

    a. Regional Policy Plan (2010 Consolidation)
        i. Policy 11.1

    ***Note* - Policy 11.1 is out of date and does not reflect current budgetary procedures.**

    b. Regional Policy Plan Amendment 2-2009
        i. Section 8.1 General
        ii. Section 8.2 Objectives for the Niagara Economic Gateway
        iii. Section 8.3 Gateway Economic Zone
        iv. Section 8.4 Gateway Economic Centre

    ***Note* - Policies are duplicates of those that were added through the Gateway Amendment (RPPA 1-2012).**

2. The following definitions are deleted from the Plan:

    a. Agricultural Use (2010 Consolidation)
    b. Carbon Sink
    c. Pesticide
    d. Prime Agricultural Area (Amendment 2-2009)

3. The following contextual content is deleted:

    a. History of Plan Preparation, Adoption and Approval
    b. Introduction
    c. The Preamble of Section 11 – Finance
    d. Appendix C – Community Services and Facilities

Part IV: Minor text changes and consistency of terms

1. The preamble of the Definitions Section is modified by deleting the word "is" and replacing it with the words "***may be***".

PART "C" – THE APPENDICES

35.23.8

Niagara Region

Planning and Development Services
2201 St. David's Road W, PO Box 1042, Thorold, ON L2V 4T7
Telephone: 905-685-4225 Toll-free: 1-800-263-7215 Fax: 905-641-5208
www.niagararegion.ca

April 11, 2014

RECEIVED
APR 16 2014
CITY CLERK'S OFFICE
ST. CATHARINES, ONTARIO

File: D.13.RE.am 5-2013

Ms. Bonnie Nistico-Dunk
Clerk
City of St. Catharines
P.O. Box 3012
St. Catharines, ON L2R 7C2

Dear Ms. Nistico-Dunk:

Re: Notice of Approval
Regional Official Plan Amendment (RPPA 5-2013)
Consultation, Engagement and Implementation Policies

On March 20, 2014, Regional Council adopted Regional Official Plan Amendment 5-2013 to update the Plan's Consultation, Engagement and Implementation policies.

No appeals of the decision by Regional Council on the above Amendment were received during the prescribed period for submitting such appeals. Since no notice(s) of appeal were received by April 10, 2014, Regional Council's decision to adopt RPPA 5-2013 is now final. Amendment 5-2013 is deemed to be approved on April 11, 2014, the day following the last day for filing a notice of appeal.

If you have any questions in this regard, please do not hesitate to contact the undersigned at extension 3378.

Yours truly,

Kelly Martel

Kelly Martel
Planner

cc: Ms. Natasha Devos, Acting Regional Clerk
Mr. Curt Benson, MCIP, RPP, Acting Director, Planning Services

DISTRIBUTION
Original: Council

COPIES TO
CSS:
EDCS:
FIRE:
FMS::
LEGAL:
LSSC:
PDS:
RCS:
TES:
MAYOR/CAO:

Niagara Region

PUBLIC SERVICE ANNOUNCEMENT

Let's Talk Transit

Discussing the future of public transit between Niagara communities

NIAGARA REGION, April 15, 2014 – Niagara Region wants to hear residents' thoughts on the future of public transit between Niagara communities. Residents can complete a short survey at www.niagararegion.ca/survey to share their opinions.

The survey aims to gather residents' feedback on the unique challenges and opportunities facing the future of inter-municipal public transit in Niagara and identify ways to better connect Niagara's municipalities with each other, Hamilton, GO Transit and the Greater Toronto Area.

Feedback gathered through the survey will be used to inform future transit plans for Niagara. The online survey is being complemented by a telephone survey. Regional staff will also be visiting community locations across Niagara to gather feedback.

Niagara is currently served by a mix of public and private local transit services and Niagara Region Transit, a pilot service connecting St. Catharines, Niagara Falls, Welland, Port Colborne, Fort Erie and Thorold. Visit www.niagararegion.ca/transit for more information.

-30-

Contact:
Harry Schlange, Chief Administrative Officer
Niagara Region
905-685-4225 ext. 3234 or 1-800-263-7215