

# Response to the Grimsby Council Resolution

## for Regional Official Plan Amendment No. 13

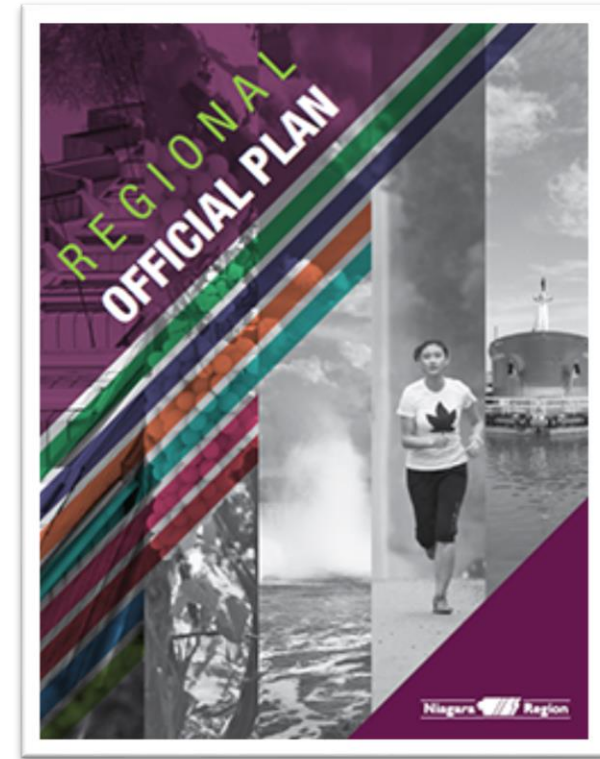
### (Transportation Policies)

# Strategic Transportation Planning

Regional Official Plan Amendment No. 13 and  
Niagara Region Transportation Master Plan

# Purpose of Regional Official Plan Amendment 13

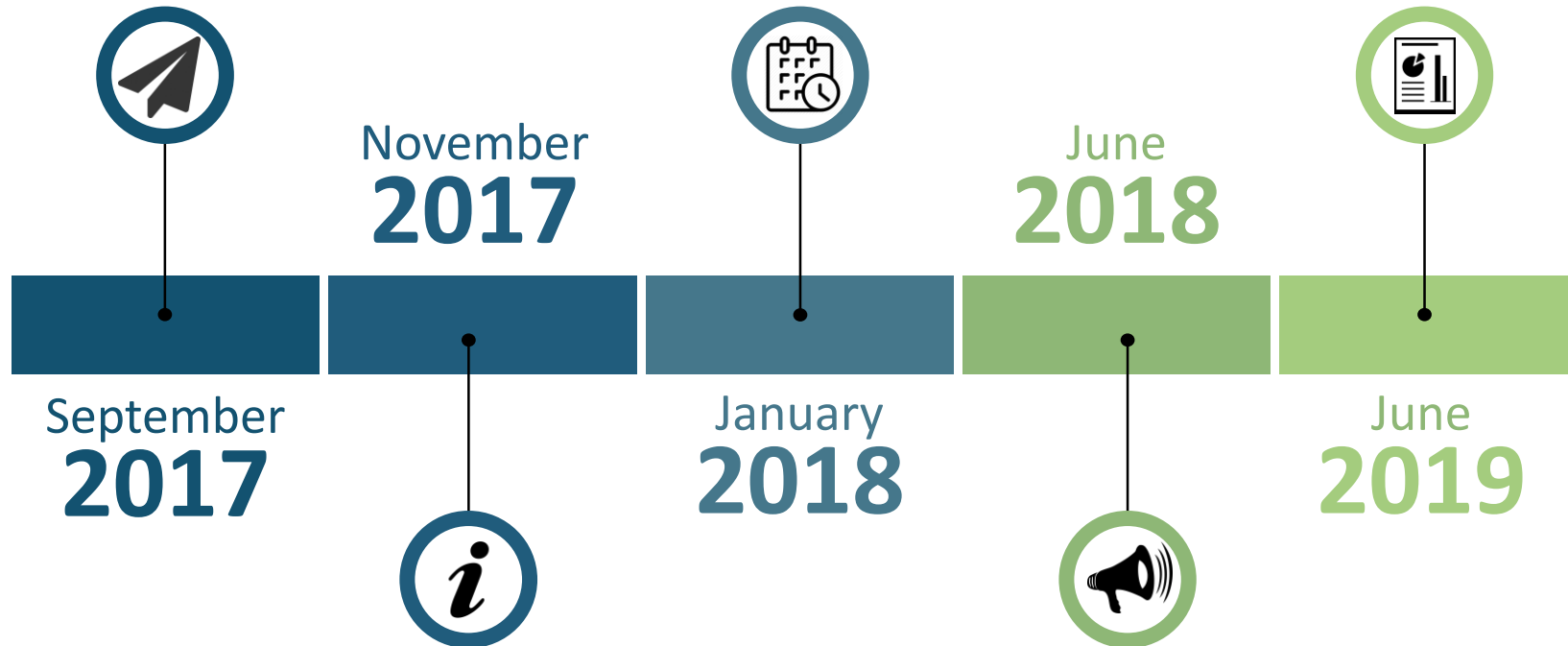
The Amendment is being brought forward to develop a clear and focused set of transportation policies that aligns with Provincial land use policy and the recommendations of the TMP.



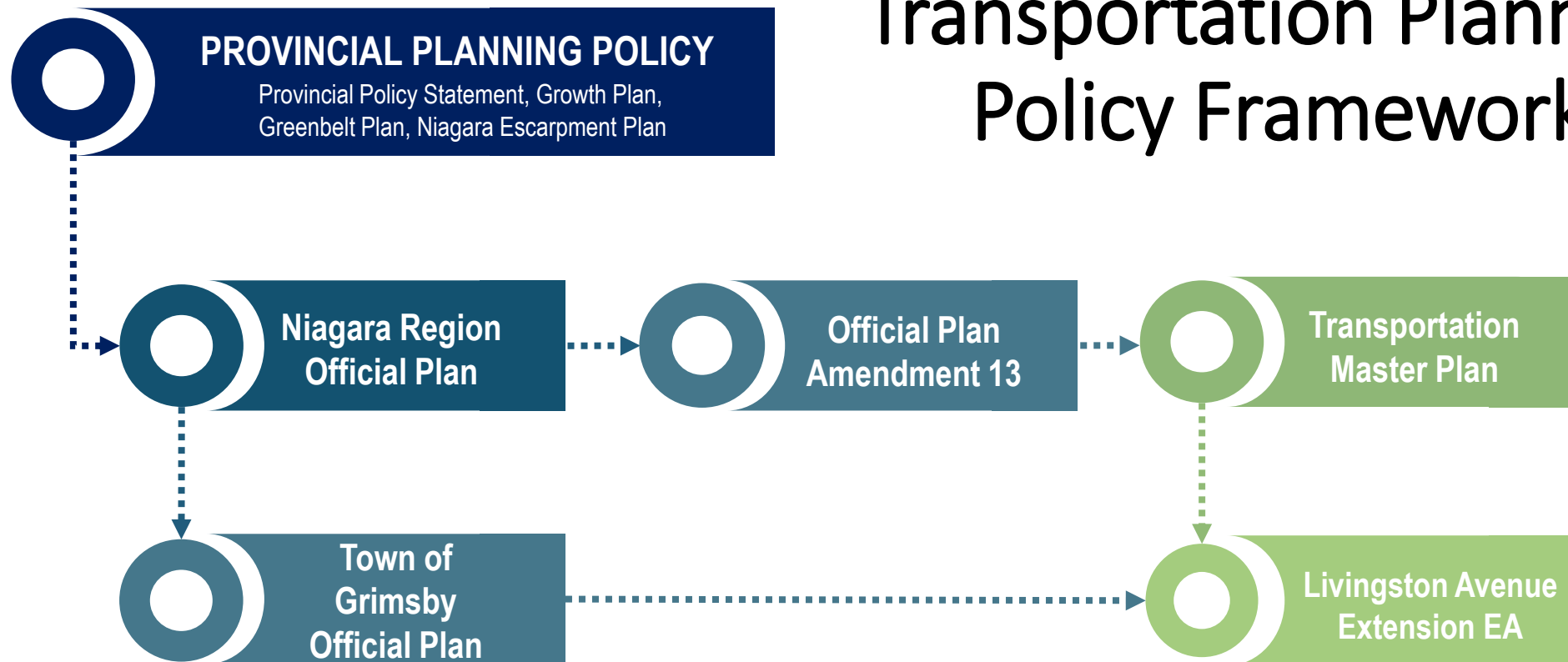
# Components of the Amendment

- 1 Repeal, replace, and enhance the policies in Chapter 9 of the Regional Official Plan, and update existing definitions in Chapter 15.
- 2 Add a new Schedule E1 (Existing Transportation Infrastructure) and Schedule E2 (Strategic Cycling Network) to the Regional Official Plan.
- 3 Add sight-triangle specification standards to Table 9-1 of the Regional Official Plan.

# Consultation and Timeline for ROPA 13



# Transportation Planning Policy Framework

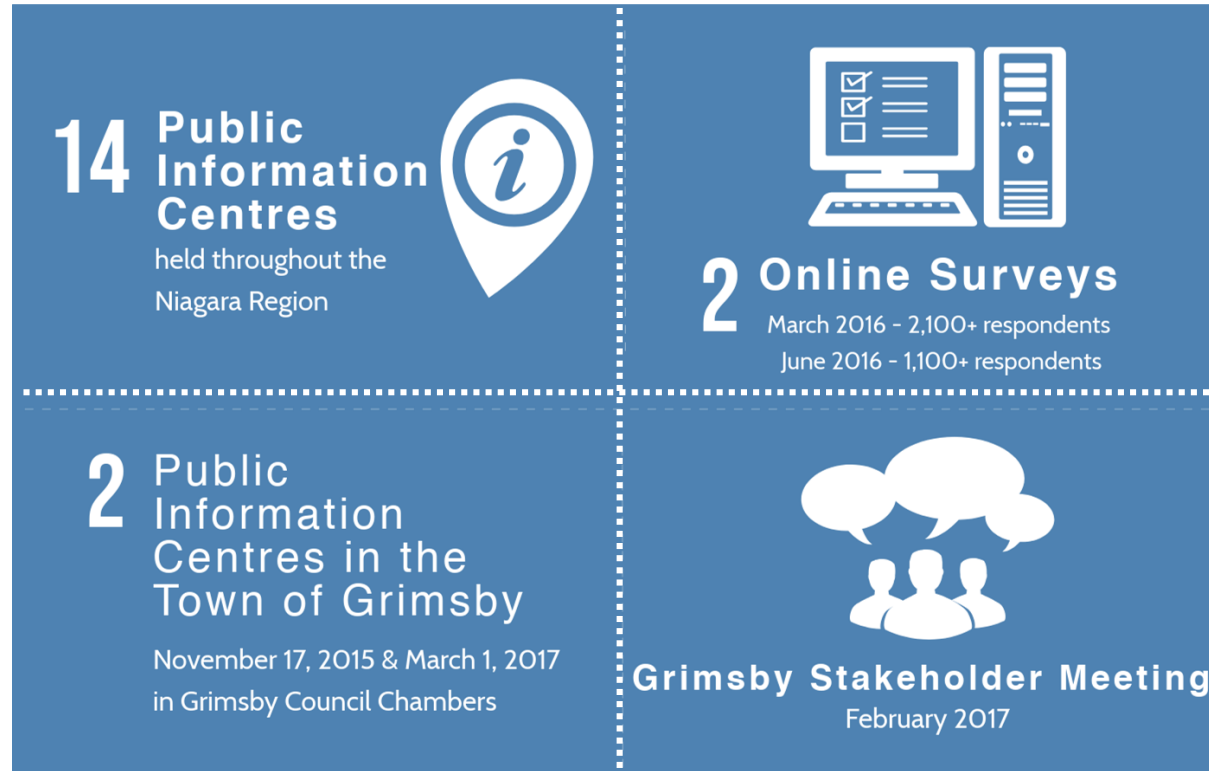


# Introduction: Transportation Master Plan (2017)

- Strategic planning document outlining the Region's transportation infrastructure requirements.
- Prepared as per the requirements of the Ontario *Environmental Assessment Act* (EAA).



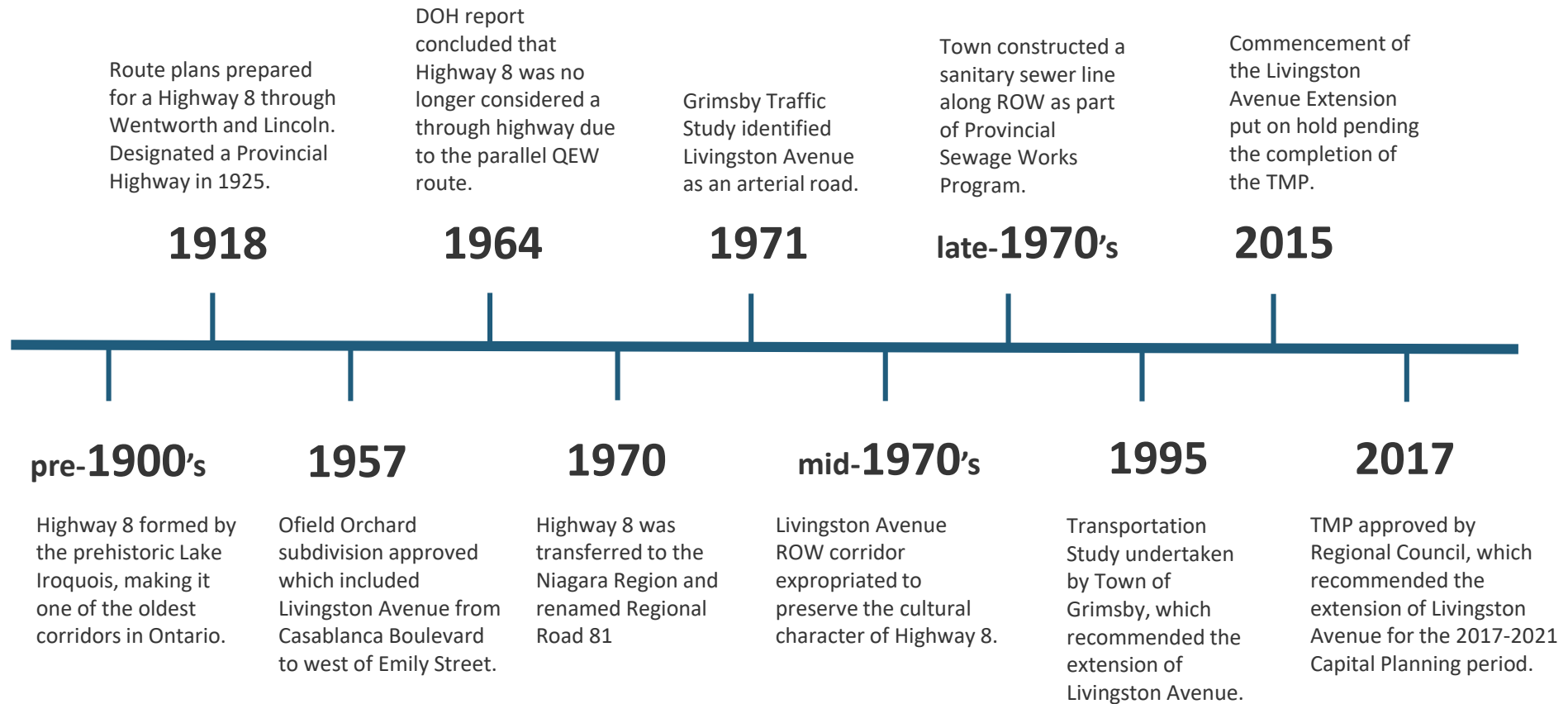
# Introduction: Transportation Master Plan (2017)





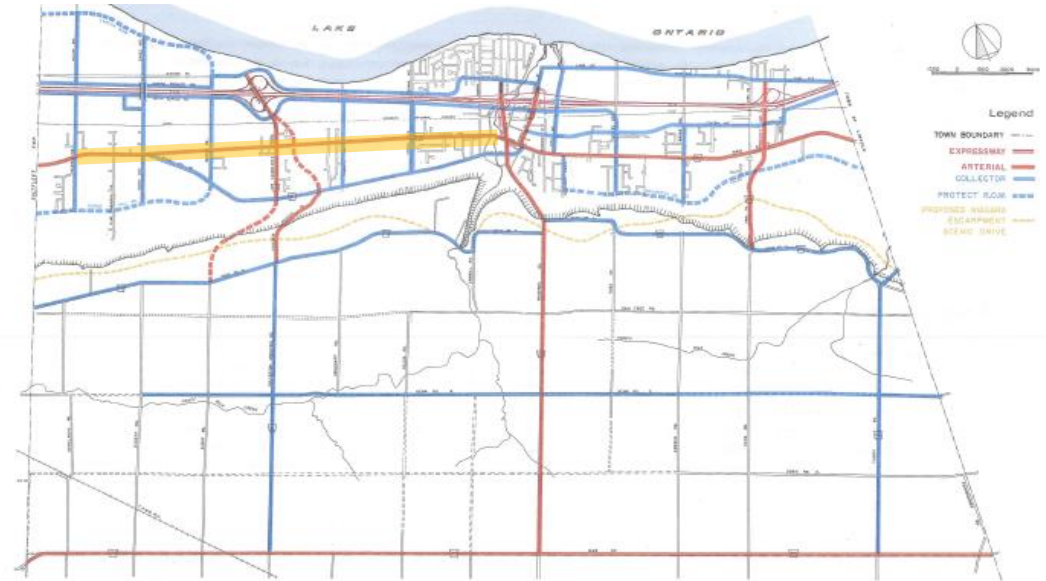
# Livingston Avenue Extension

**History of King's Highway 8  
1918 – 2015**



# Livingston Avenue Extension (1970 – 1980)

In 1971, the Grimsby Traffic Study identified a Recommended Street Plan to accommodate forecasted traffic flows by 1990, which identified Livingston Avenue from Main Street West to Oaks as an arterial road.



RECOMMENDED STREET PLAN - 1990

Grimsby Traffic Study 000

# Livingston Avenue Extension (1970 – 1980)

In the mid 1970's, building on previous Department of Highway studies, lands were expropriated for the Livingston Avenue ROW corridor to Oakes Road for the purpose of preserving the heritage/cultural character of Highway 8.

ORIGINAL PLAN MATERIAL	SCHEDULE	OWNER	INST. NO.	AREA.	CERTIFICATE OF PROBATION	CERTIFICATE OF REGISTRATION
PLASTIC MATERIAL - 10% AR	1	ARNOLD FINKE & COMPANY LTD	199-657	1.286 AC.	NO. 200021 DATE JAN. 15, 1974.	I CERTIFY THAT THIS PLAN IS ONLY REGISTERED IN THE REGISTRY OFFICE FOR THE REGISTRY DIVISION OF NIAGARA NORTH NO. 30 AT 1:30 P.M. ON THE 15 DAY OF FEB. 1974 AS NO. 1033
BAUME	PART	LOT	CON.			
PROCES	1	19	1			
INK						

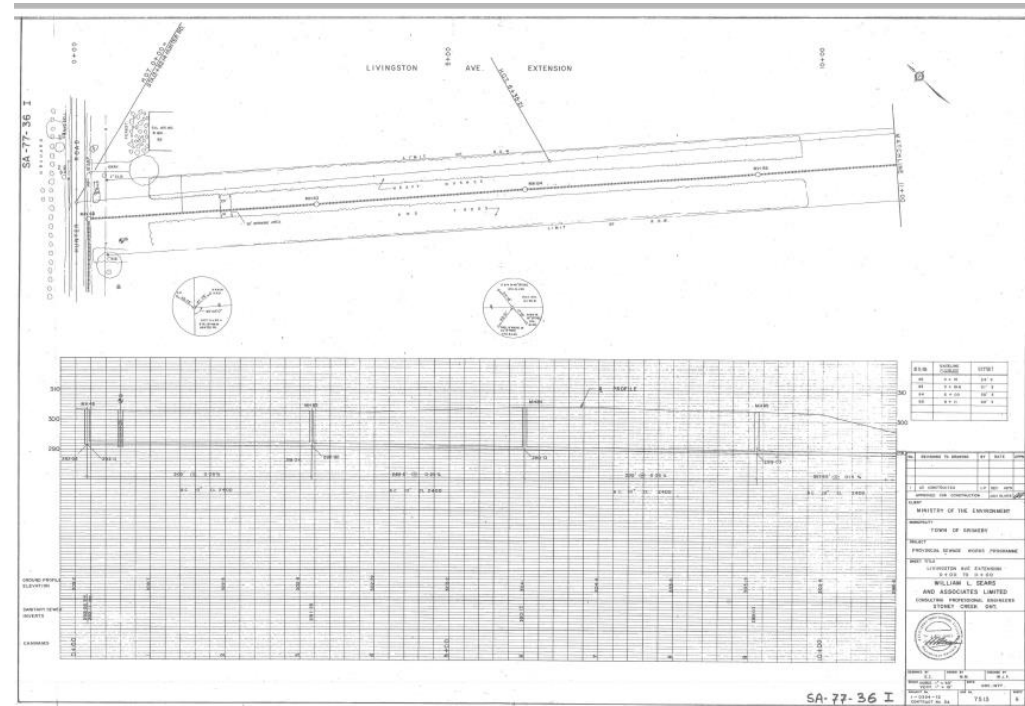
ENLARGEMENT NOT TO SCALE

**THE EXPROPRIATIONS ACT**  
CHAPTER 154 R.S.O. 1970  
EXPROPRIATION PLAN  
**TOWN OF GRIMSBY**  
PREPARED IN ACCORDANCE WITH THE PROVISIONS OF THE MUNICIPAL ACT R.S.O. 1970, CHAPTER 384, SECTION 336(3) AND PROVISIONS OF THE EXPROPRIATIONS ACT R.S.O. 1970, CHAPTER 154.

**J. EDWARD LANTHIER O.L.S.**  
173 CLARENCE ST. PORT COLBORNE  
DATE OF TWP LOT 19 INST. NO. 1  
IN THE FORMER TOWNSHIP OF NORTH GRIMSBY, NOW IN THE TOWN OF GRIMSBY  
REGIONAL MUNICIPALITY OF NIAGARA  
PREPARED UNDER INSTRUCTIONS OF REGIONAL MUNICIPALITY OF NIAGARA  
SCALE 1/4" = 100 FT. SURVEY 9-784

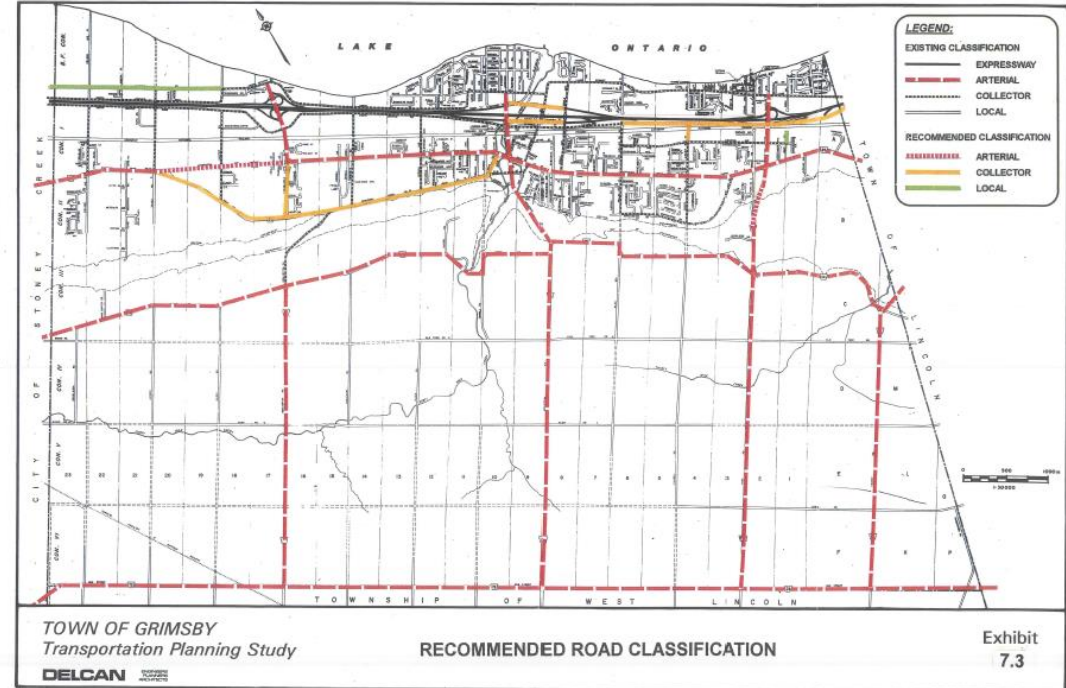
# Livingston Avenue Extension (1970 – 1980)

In the late 1970's, Town used the ROW to construct a sanitary sewer line along Livingston Avenue Extension from Casablanca Boulevard to Hunter Road as part of Provincial Sewage Works Program.

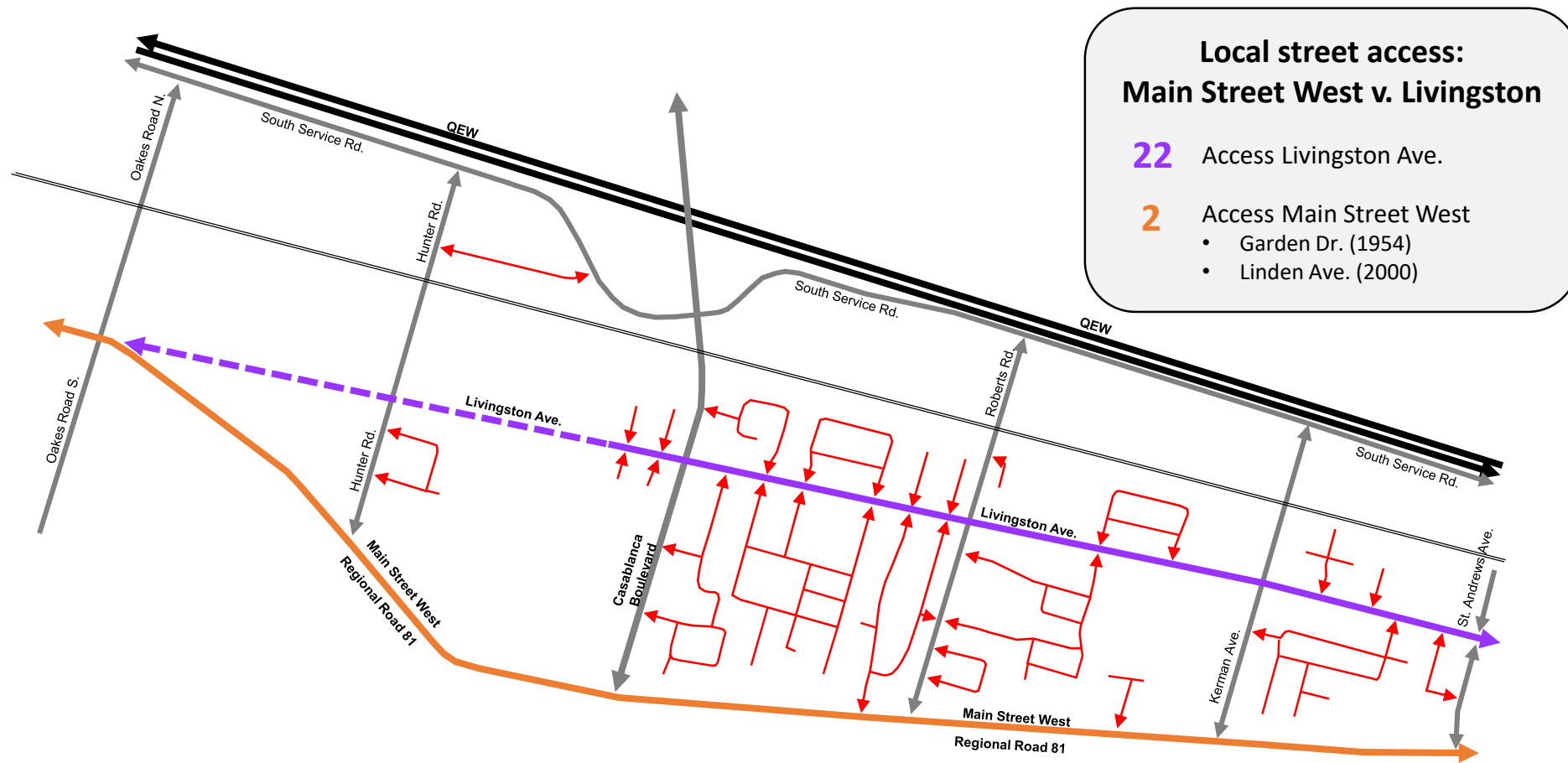


# Livingston Avenue Extension (1980 – 2000)

Importantly, in 1995, the Town of Grimsby Transportation Study recommended the extension of Livingston Avenue (RR 512) between Casablanca Boulevard (RR 10) and Oaks Road / Main Street West (RR 81).







# Town of Grimsby Official Plan Policy

## 5.4.7 Future Road Connections

5.4.7.1 The following future road connections are planned:

Connect Livingston Avenue east of Casablanca Boulevard, to Regional Road No. 81. The proposed intersection configuration would **encourage the use of Livingston Ave. and discourage the use of Main Street West. An Environmental Assessment is required** for the future Livingston Avenue road extension.

## 12.4 Transportation Policies

12.4.4 Planned Road Improvements and Connections

- v) Livingston Avenue Extension: Depending on the evolution of traffic patterns in the area, there may be a need to extend Livingston Avenue west of Casablanca Boulevard. The Region has maintained this as an opportunity for improving **east-west connectivity** and providing relief to the congested South Service Road. The Region should protect for this opportunity in the secondary plan in the event that it is required over the long term. The Region may also need to consider protecting the option for a second access point off of Livingston Avenue. Given the sensitive environment in this area, the road extension would **undergo an Environmental Assessment** and will be ecologically-designed to minimize impact on the woodlot and its habitat and hydrology.



# Livingston Avenue Extension (2000 – 2015)

- In 2015, Niagara Region commenced a Class Environmental Assessment Study for Casablanca Blvd and Livingston Avenue Extension in response to planned development levels along North Service Road and the proposed Grimsby GO Station.
- The EA study was stopped pending Niagara Region undertaking a Transportation Master Plan as well as the GO Service Extension to Niagara Region and associated Planning Studies.

# Livingston Avenue Extension (2000 – 2017)

Niagara Region Transportation  
Master Plan – 2017:

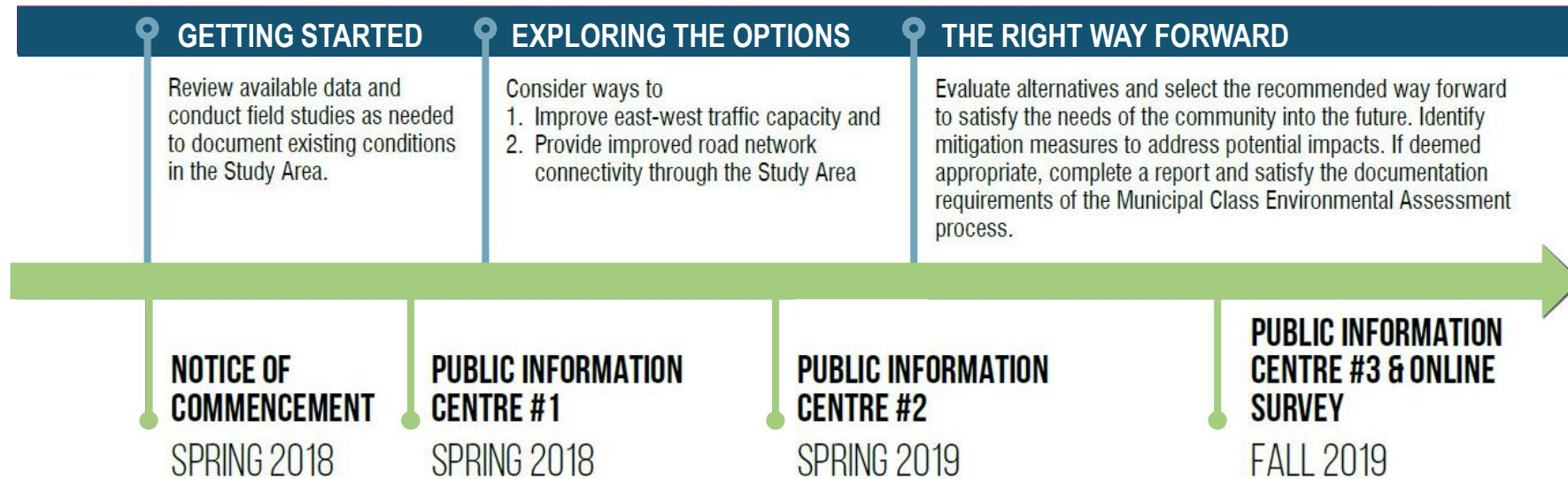
Livingston Avenue Extension and  
Casablanca Boulevard identified as  
Capacity / Operational Improvement.



# Livingston Avenue Extension

**Current Planning Process  
2017 – 2019**

# Livingston Avenue Extension Consultation



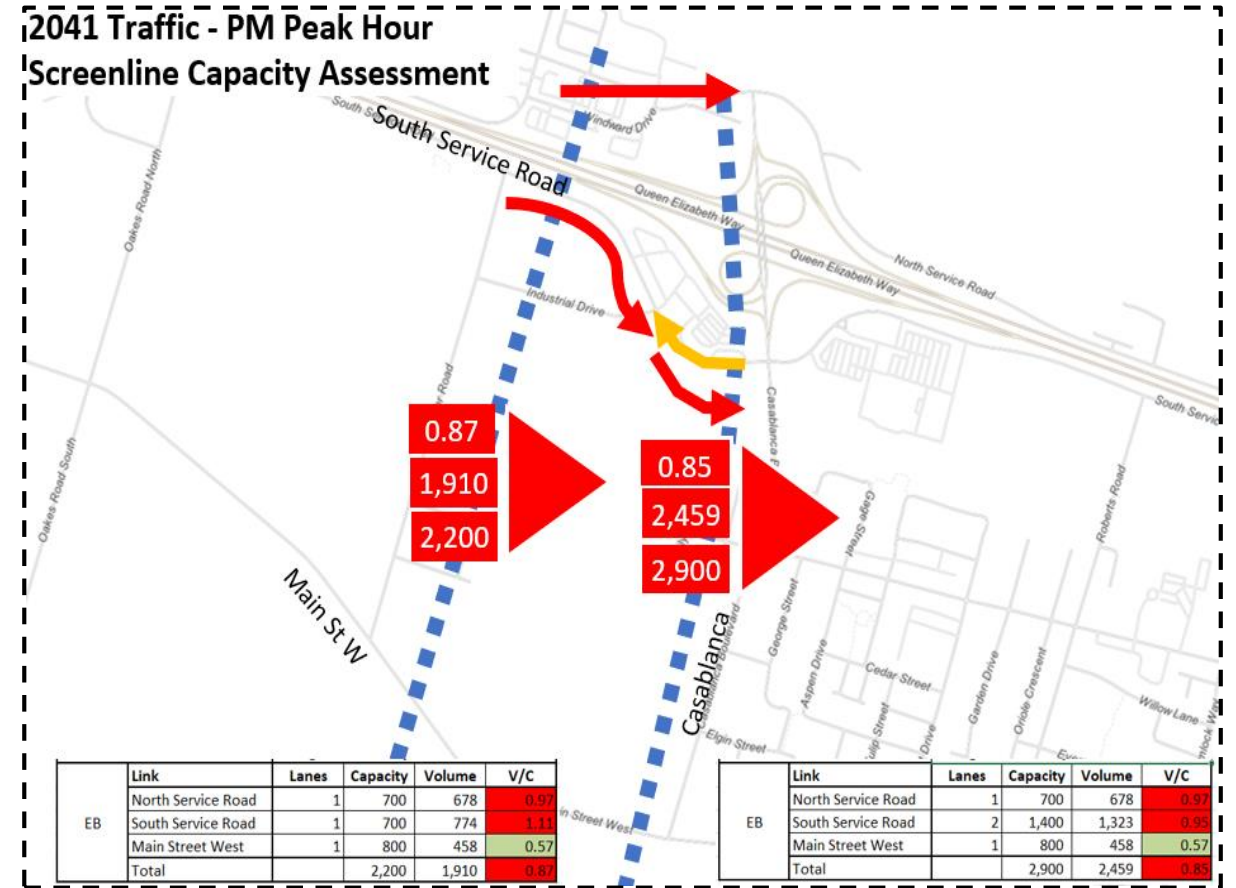
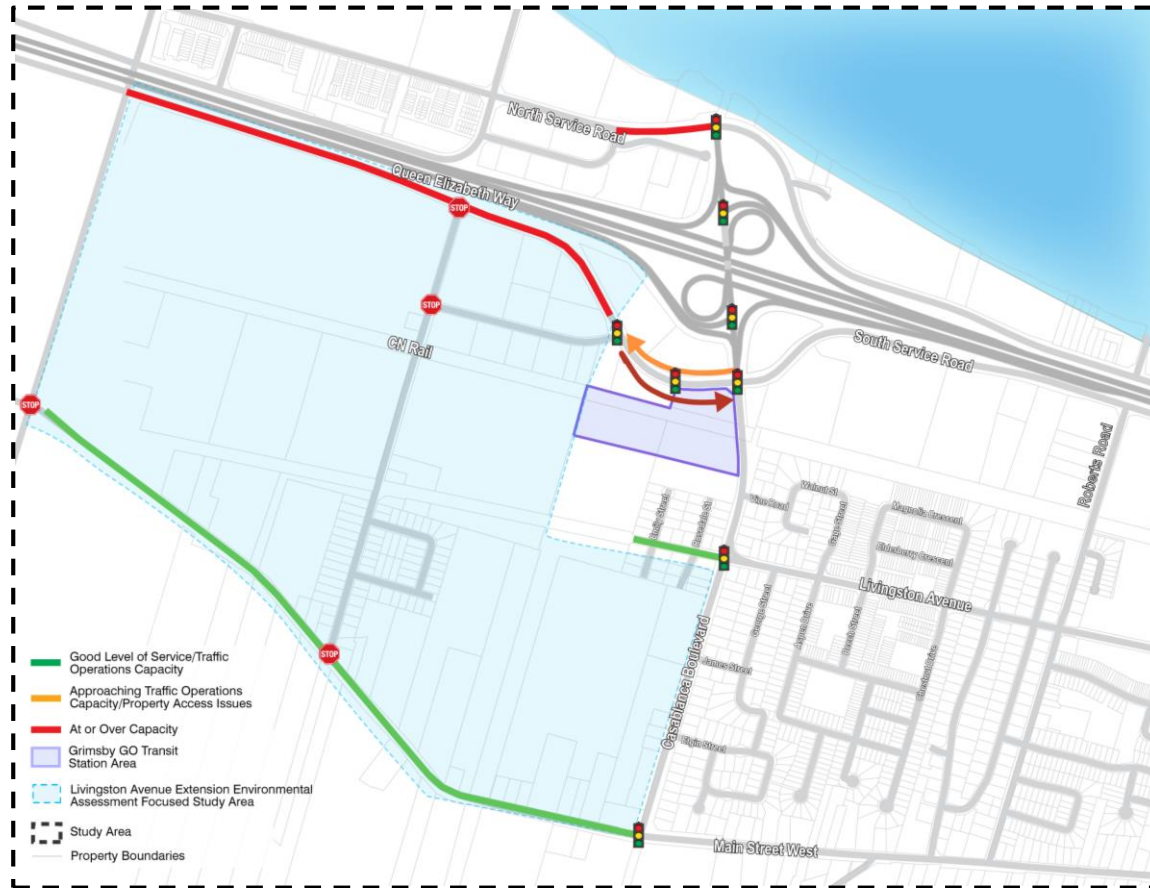
# Livingston Avenue Extension Background Studies

Several background studies have been undertaken in support of the Environmental Assessment, including:

- ***Transportation Assessment***
- ***Cultural and Archaeological Heritage Studies***
- ***Natural Heritage Assessment, including:***
  - Ecological Land Classification
  - Breeding Bird Survey
  - Aquatic Assessment
  - Botanical Inventory
  - Wildlife Observations
- ***Socio-Economic Impacts Assessment***

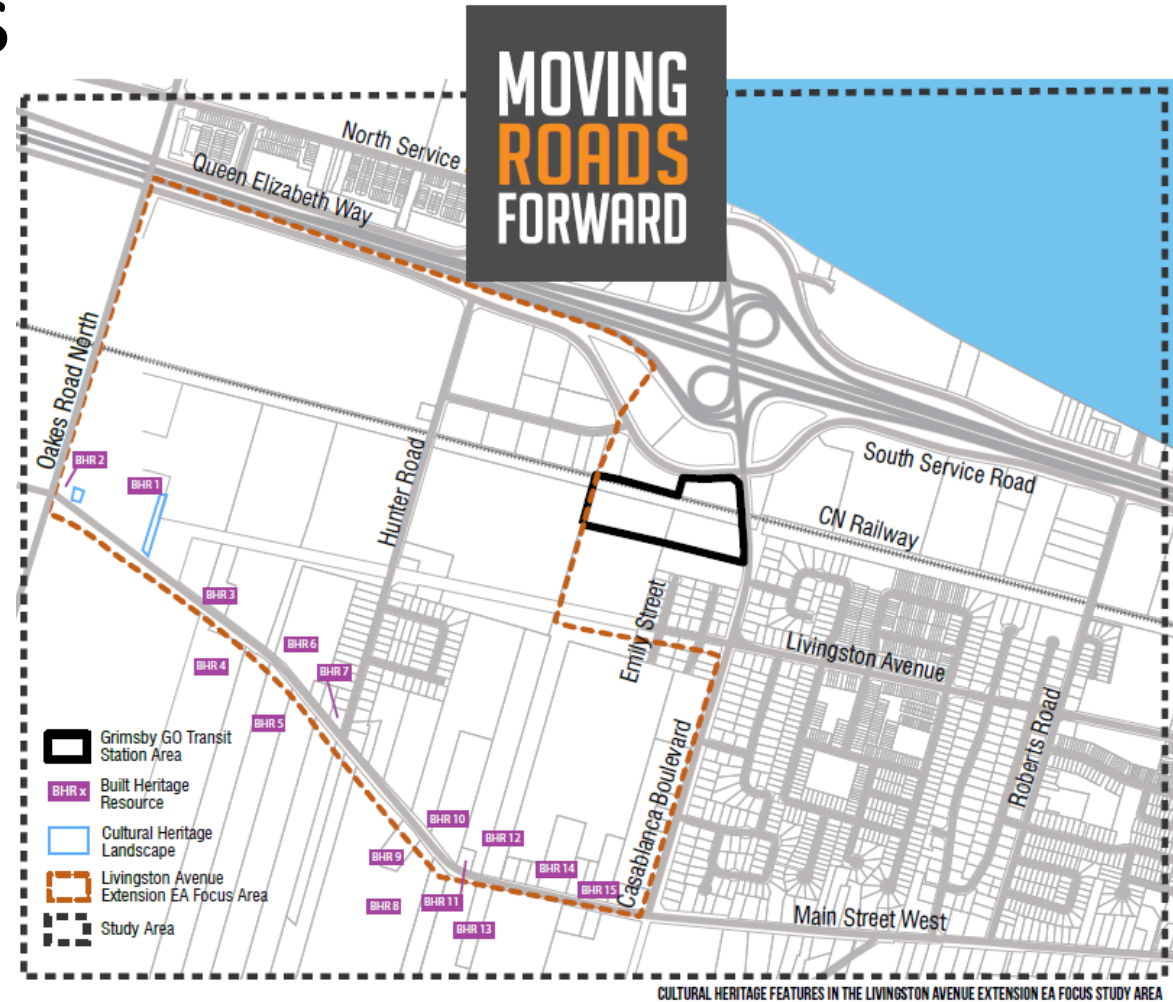


# Livingston Avenue Extension Transportation Assessment



# Livingston Avenue Extension Background Studies

The Cultural Heritage Study identified **17 cultural heritage** resources, all of which are concentrated along Regional Road 81/Main Street.





# Livingston Avenue Extension Workshop (2019)





# Livingston Avenue Extension ECA Area

**Table 6: Permitted Uses in the Rural and Agricultural Zones**

Use	Agricultural Zone (A)	Specialty Crop Area Zone (SC)	Rural Zone (RU)
<i>Agricultural use</i>	✓	✓	✓
<i>Agri-tourism related to agriculture</i>	*	*	*
<i>Bed and breakfast</i>	*	*	*
<i>Commercial greenhouse</i>	✓	✓	✓
	*	*	*
<i>Farm market</i>			
<i>Garden suite</i>	*		*
<i>Help-house</i>	*	*	*
<i>Home industry</i>	Q3	Q3	Q3
<i>Home occupation</i>	*	*	*
<i>Farm vacation</i>	*	*	*
<i>Livestock operation</i>	Q1	Q1	Q1
<i>Medical Marihuana Facility</i>	✓	✓	✓
<i>Single detached dwelling accessory to an agricultural use</i>	*	*	*
<i>Single detached dwelling as a principal use on an existing lot of record</i>	✓	Q2	✓
<i>Single detached dwelling existing on the date of passing of this by-law as a principal use on a new lot</i>	✓	✓	✓

- |    |   |
|----|---|
| ✓  | Permitted <i>use</i>  |
| *  | Permitted as an <i>accessory use</i> only   |
| Q1 | New <i>livestock operations</i> are only permitted south of the Niagara Escarpment, as delineated by the area shown as "N.E.D.C. Area" on Schedules 1 to 17. All <i>livestock operations</i> are also only permitted subject to section 4.26. |
| Q2 | A <i>single detached dwelling</i> as a principal use is not permitted on an <i>existing lot</i> of record on plan 30R-768.  |
| Q3 | Permitted as a <i>secondary use</i> to an agricultural operation.   |



<b>Town of Grimsby Traffic Studies</b>	Studies approved in 1971 and 1995, envisioning the Livingston Avenue Extension to Oakes Road.	✓
<b>Niagara Region Transportation Master Plan</b>	Comprehensive strategic plan for the Niagara Region, envisioning the Livingston Avenue Extension to Oakes Road.	✓
<b>Regional Official Plan Amendment No. 13</b>	Amendment to the Niagara Region Official Plan initiated following the approval of the Transportation Master Plan. Awaiting Council adoption and Provincial approval.	...
<b>Livingston Avenue Extension</b>	Municipal Class Environmental Assessment process re-initiated in 2018, currently in final phases of process with study report expected in Winter 2020.	...

# Policy 9.H.2 of ROPA 13

“ The Niagara Region and its local municipalities will ensure the protection of lands adjacent to or near major goods movement facilities and corridors, including those outside of settlement areas and/or within the Greenbelt Area for the expansion of infrastructure and uses ancillary to that of the principle major goods movement facility and/or corridor use while:

a) **requiring a Municipal Class Environmental Assessment to demonstrate the need and alternative options for the infrastructure required for the expansion;**

b) **avoiding specialty crop areas, and other prime agricultural areas in that order of priority, unless need has been demonstrated and it has been established that there is no reasonable alternative for the location of the infrastructure as determined through the applicable Municipal Class Environment Assessment;** ”

# Livingston Avenue Extension EA (2019)

## Next Steps

### Ongoing

- Finalize the Transportation Assessment and Socio-Economic Assessment
- Finalize development and evaluation of alternative solutions
- Consult with Stakeholders, Agencies etc.

### Fall 2019 - PIC #3

- Alternatives Solution Analysis and Preferred Solution

### December 2019 – Final ESR

- Preliminary Design and Environmental Study Report