NOTICE OF PUBLIC OPEN HOUSE
DOWNTOWN TWO-WAY TRAFFIC
CHANGES TO THE 2005 DOWNTOWN STREET SYSTEM CONVERSION
STUDY ENVIRONMENTAL ASSESSMENT STUDY REPORT

Background
The City of St. Catharines is working on an Addendum to the 2005 Study Report completed for the Downtown Street System Conversion Study. The 2005 study recommended the conversion of the downtown street system to two-way operation, except for sections of William Street, Church Street and Queenston Street.

As part of the implementation of the downtown two-way traffic conversion, new information made it necessary to revisit portions of the street system conversion, specifically the areas bounded by Queenston Street, Court Street and Church Street, as well as William Street and Queenston Street (Ridlon Street to Geneva Street). As a result the City initiated an Addendum to the 2005 Study Report.

A public open house will be held to explain the study and addendum, and receive comments on the recommended designs. Interested members of the public, local business community and agencies are encouraged to attend the open house on:

Tuesday, Feb. 4, 2014
3 pm to 4:30 pm & 6 pm to 7:30 pm
St. Catharines City Hall, Council Chambers
50 Church St. St. Catharines, ON

All comments should be submitted no later than February 18th, 2014, which will be reviewed by the project team prior to confirming the preferred design for the roadways. An Addendum to the 2005 Study Report will then be prepared, filed with the Minister of the Environment and placed in the Public Record for a mandatory 30-day public review.

If you require any accommodations for a disability please contact Steve Bittner, Project Manager to make the appropriate arrangements.

If you would like additional information on the study or would like to provide written comments, contact:

Steve Bittner, C.E.T. 
Project Manager
City of St. Catharines 
P.O. Box 3012, 50 Church Street 
St. Catharines, ON, L2R 7C2 
Ph. (905) 688-5601, Ext. 1663 
E-mail: sbittner@stcatharines.ca

Nick Palomba, P. Eng. 
Consultant Project Manager 
Delcan Corporation 
4342 Queen Street, Unit 407 
Niagara Falls, ON L2E 7J7 
Ph. (905) 356-7003 Ext. 6411 
E-mail: n.palomba@delcan.com

In accordance with Ontario’s Environmental Assessment Act, the City of St. Catharines planned this project under Schedule “B” of the Municipal Class Environmental Assessment, October 2000. All comments submitted will become part of the study documentation.

Council and General Agendas are available at www.stcatharines.ca/agendas

City Hall Hours: Monday to Friday, 8:30 am to 4:30 pm

Telephone
905.688.5600 or 905.688.5601 If you know the extension number
TTY Enabled Service: 905.688.4TTY (4889)
Roads-Water-Sewers 24 Hour Emergency Service 905.935.3813
PO Box 3012, 50 Church Street, St. Catharines ON L2R 7C2
www.stcatharines.ca

EMPLOYMENT OPPORTUNITIES & TENDERS
Visit www.stcatharines.ca under eServices
Dear Sir/Madam,

The City of St. Catharines is currently undertaking an Addendum to the 2005 Study Report that was completed for the City of St. Catharines Downtown Street System Conversion Study. A notice containing additional details of the study and upcoming Public Open House is enclosed.

If you have any questions or would like to provide input into the study (e.g. knowledge of area sensitivities, specific concerns and/or expectations), please contact myself or one of the study contacts provided in the attached notice.

Your assistance with this project is appreciated.

Yours truly,

Andrew McGregor, MCIP, RPP
Environmental Planner, Transportation Division

Delcan Corporation
4342 Queen Street, Unit 407
Niagara Falls, Ontario L2E 7J7
T: 905.356.7003 x 6409
F: 905.356.7008
http://www.delcan.com
### Technical Agencies Contact List - Notice of Public Open House

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<th>POSITION</th>
<th>DEPARTMENT</th>
<th>COMPANY</th>
<th>EMAIL ADDRESS</th>
</tr>
</thead>
<tbody>
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NOTICE OF PUBLIC OPEN HOUSE
DOWNTOWN TWO-WAY TRAFFIC
CHANGES TO THE 2005 DOWNTOWN STREET SYSTEM CONVERSION
STUDY ENVIRONMENTAL ASSESSMENT STUDY REPORT

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Project Manager    Consultant Project Manager
City of St. Catharines  Delcan Corporation
P.O. Box 3012, 50 Church Street  4342 Queen Street, Unit 407
St. Catharines, ON, L2R 7C2  Niagara Falls, ON, L2E 7J7
Ph. (905) 688-5601, Ext. 1663  Ph. (905) 356-7003 Ext. 6411
E-mail: sbittner@stcatharines.ca  E-mail: n.palomba@delcan.com

In accordance with Ontario’s Environmental Assessment Act, the City of St. Catharines planned this project under Schedule “B” of the Municipal Class Environmental Assessment, October 2000. All comments submitted will become part of the study documentation.

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ADDENDUM TO THE 2005 DOWNTOWN STREET SYSTEM CONVERSION STUDY

Public Information Centre

February 4th, 2014
3:00 p.m. to 4:30 p.m.
6:00 p.m. to 7:30 p.m.

Please sign in so we can keep you updated on this study. Please provide your comments by February 18th, 2014.
KEY PLAN OF STUDY AREA
Formal planning process approved under the **Ontario Environmental Assessment (EA) Act** that must be undertaken in advance of road, water and wastewater construction projects.

Ensures that all **reasonable alternatives** are considered and that a selected alternative would have **minimal impact** on the surrounding environment.

Original study was completed as a **“Schedule B”** Class EA project.
In 2005, the City of St. Catharines completed a Class Environmental Assessment (EA) Study to assess the impacts of converting the City’s one-way street system to a two-way system.

The study was initiated as part of an overall effort to renew and strengthen the role of Downtown St. Catharines.

The study recommended the conversion of the downtown street system to two-way operation, with the exception of portions of William Street, Church Street, Court Street and Queenston Street.

The recommendations were endorsed by the downtown business community and members of the local public and the study proceeded to detailed design and construction.
Two-way streets make travel to and from the downtown more straightforward for visitors and tourists.

Higher speeds and traffic volumes on one-way streets detract from the pedestrian and urban environment.

One-way streets encourage non-destination traffic flow through the downtown (i.e. a large percentage of vehicular trips within the downtown are actually traveling between external origins and destinations). Conversion to two-way operation with a resulting traffic calming effect will encourage traffic to utilize other external routes, reducing vehicular traffic within the downtown.

Two-way traffic improves the general exposure of businesses in the downtown.

Two-way operation offers more flexibility for street closures for special events, construction work or emergency situations since traffic can be rerouted to the parallel two-way street.

One-way streets require more circuitous vehicular travel within the downtown area to reach specific destinations or for other activity such as delivery and pick-up of goods.
As part of the implementation of the downtown two-way street system conversion, modifications to the study area have highlighted the need to revisit portions of the street system conversion, specifically the following areas:

**NIAGARA STREET from Church to Geneva**

*Originally recommended for conversion to two-way operation to provide a continuous north south Regional route with Geneva Street*

With Queenston Street converted back to two-way, Niagara Street must stay one way due to operational and safety constraints.

**WILLIAM STREET from St. Paul to Lake**

William Street was part of the one way couplet with Ontario Street and should have been converted originally, but remained one-way to accommodate truck loading activity.

These loading activities are no longer present, therefore the street can be converted to two-way operation with minor modifications to the city parking garage access.
**PURPOSE OF THE ADDENDUM TO THE 2005 STUDY**

**CHURCH STREET from King to Court**

Originally recommended to remain one-way to avoid *difficult turning maneuvers at the junction of King and Church* and due to lack of pedestrian or business activity.

*To be converted to two way operation* with realignment of Church Street and King Street intersection.

**QUEENSTON STREET from Geneva to Riordon**

Originally recommended and implemented as one-way to *facilitate the operation of the complex intersection of St. Paul - Niagara Streets* with Geneva Street.

Queenston Street to be converted back to two way operation to *accommodate the wine route* (designated along Queenston Street).
ADDENDUM TO THE 2005 DOWNTOWN STREET SYSTEM CONVERSION STUDY
PRELIMINARY RECOMMENDED DESIGN
Scale 1:500
FEBRUARY 2014
Following this Public Information Centre, the City of St. Catharines will undertake the following:

- **Review comments** submitted at the PIC

- Confirm/adjust the recommended design based on the submitted comments (i.e. develop “Preferred Design”)

- Complete and submit Addendum to the 2005 Downtown Street System Conversion Study Report for **30-day public review**

- Proceed with **detailed design** of the Preferred Design Concept

- Finailize **cost sharing** between the City and Region

- Anticipate **construction within the next 5 years.**
DOWNTOWN TWO-WAY TRAFFIC

CHANGES TO THE 2005 DOWNTOWN STREET SYSTEM CONVERSION
CLASS ENVIRONMENTAL ASSESSMENT STUDY REPORT

Public Open House – Feb. 4, 2014

Information requested on this form will be used to assist the City in developing a preferred solution for the roadway corridors within the study area.

Please deposit the completed comment form into the comment box or return by email or regular mail by February 18th, 2014 to:

Steve Bittner, C.E.T.
Project Manager
City of St. Catharines
P.O. Box 3012, 50 Church Street
St. Catharines, ON, L2R 7C2
Ph. (905) 688-5601, Ext. 1663
E-mail: sbittner@stcatharines.ca

Mr. Nick Palomba P. Eng.
Consultant Project Manager
Delcan Corporation
4342 Queen Street, Suite 407
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Email: n.palomba@delcan.com

YOU ARE A

☐ Study Area Resident
☐ Outside the Study Area Resident
☐ From a Study Area Business
☐ From a Business outside the Study Area
☐ Interest Group Representative (Please Identify -
☐ Other (Please Identify -

COMMENTS

[Handwritten comments]

Continued on back of page...
DOWNTOWN TWO-WAY TRAFFIC

CHANGES TO THE 2005 DOWNTOWN STREET SYSTEM CONVERSION
CLASS ENVIRONMENTAL ASSESSMENT STUDY REPORT

Public Open House – Feb. 4, 2014

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Delcan Corporation
4342 Queen Street, Suite 407
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Email: n.palomba@delcan.com

YOU ARE A

☐ Study Area Resident
☒ Outside the Study Area Resident
☐ From a Study Area Business
☐ From a Business outside the Study Area
☐ Interest Group Representative (Please Identify - _________________________)
☐ Other (Please Identify - _________________________)

COMMENTS

I live in Old Glenridge and am downtown frequently, I am also an avid cyclist I support the proposed changes, They make sense, I like the way Niagara between St. Paul/Newton/Quaker and Church is proposed to be reworked, this should make things easier for all concerned.

Continued on back of page...
Comments and information regarding this project are being collected in accordance with the Freedom of Information and Protection of Privacy Act. All comments submitted will be maintained on file for use during the project and may be included in the project documentation. Unless directed otherwise, all comments will become part of the public record.
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**Steve Bittner, C.E.T.**  
Project Manager  
City of St. Catharines  
P.O. Box 3012, 50 Church Street  
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**YOU ARE A**

- [ ] Study Area Resident
- [ ] Outside the Study Area Resident
- [ ] From a Study Area Business
- [ ] From a Business outside the Study Area
- [x] Interest Group Representative (Please Identify - RMIBC)
- [ ] Other (Please Identify - )

**COMMENTS**

[Handwritten text]

The proposal changes I would agree with and feel that you have accommodated cyclist as best as possible.

Continued on back of page...
Comments and information regarding this project are being collected in accordance with the Freedom of Information and Protection of Privacy Act. All comments submitted will be maintained on file for use during the project and may be included in the project documentation. Unless directed otherwise, all comments will become part of the public record.
Congratulations to the City of St. Catharines for moving forward with the downtown streets conversion. I live within walking/cycling distance of the study area and support design changes that encourage the better healthier, sustainable and local economic choices. Since the conversion I have found the downtown more accessible, e.g., it has been more convenient to get to public facilities and shop downtown when I choose to cycle. Not only is it more convenient, it is safer because I find motorists are not driving their cars at such raging speeds to get through downtown.

As a member of the City’s Older Adults Committee I am also cognizant of a need to improve the physical access and opportunities for an aging population. It is critical that every effort be made to maximize participation of older adults when changing the built environment. Especially when over 50% of St. Catharines’ older population live in downtown or in adjacent neighbourhoods, a demographic that is seriously shifting.

Further to a review of the changes at the Public Open House February 4, 2014, I support the City of St. Catharines proceeding with the preferred design concept considering any high-quality engineering changes that supports:

- More convenient journey planning for tourists, including motorists and cyclists to the downtown core;
- People’s independence to get to as many destinations as possible, e.g., Geneva Street is a major barrier for east-west pedestrian traffic;
- Integrating the needs of people with limited mobility; and,
- Improving functional integration of networks, e.g., Niagara Region Bikeway Network and Niagara Wine Route.

And next, would you consider giving Westchester, Geneva and other streets leading into the downtown core a bit of a road diet with the aim to ensure inclusive mobility for all year-round (winter and summer) short trip travel from adjacent neighbourhoods?

St. Catharines Citizen
February 6, 2015
February 26, 2014

File: E.03.08.EN-14-006

Mr. Steve Bittner, C.E.T.
Project Manager
City of St. Catharines
P.O. Box 3012, 50 Church Street
St. Catharines, ON L2R 7C2

Dear Mr. Bittner:

Re: Notice of Public Open House – Municipal Class EA
Addendum to the 2005 Downtown Street System Conversion Study
City of St. Catharines

Thank you for providing Niagara Region with notice of this project initiated by the City of St. Catharines to undertake an addendum to the 2005 Downtown Street System Conversion Study (Schedule B undertaking of the Municipal Engineers Association Class EA document). The study has been initiated as a result of new information arising from the implementation of the downtown two-way traffic conversion, which has made it necessary to revisit portions of the street system conversion for the following areas:

- Area bounded by Niagara Street, Court Street and Church Street;
- William Street; and,
- Queenston Street (Riordan Street to Geneva Street).

Niagara Region Policy Plan

The Niagara Region Policy Plan’s Infrastructure Policies encourage environmental assessments for transportation projects to include consideration of matters such as:

- The opportunity to improve the living environment of existing residents adjacent to the street and within the adjacent neighbourhood, which may include aesthetics such as street trees and plantings, lighting and underground wiring, the provision of visitor parking, traffic calming, etc.

- The opportunity to improve the pedestrian environment for both residents and visitors.

- The opportunity to provide for or improve other modes of transportation including transit and cycling.

- The opportunity to improve the safety, efficiency and pleasure of all road users including drivers and their passengers, pedestrians and cyclists.
The Addendum should, therefore, have consideration for the above as part of any additional two-way conversions and associated street improvements. In this regard, we note that Church Street and Queenston Street form part of the Regional Bicycle Network. As such, the provision or extension of bicycling facilities as part of the street conversions is encouraged.

**Regional Transportation**

Conversion to two-way traffic provides the opportunity for considering the transfer of jurisdiction of affected Regional roads to the City (i.e. William Street, Church Street and Queenston Street). We note in this regard that the Region’s Transportation Services Sustainability Review (2009) recommended the transfer of the Regional Road 81 (St. Paul Street)/William Street/King Street loop to the City as the one-way loop became redundant with the conversion of Ontario Street (King Street to St. Paul Street). It is further noted that intersection improvements will be required as a result of the two-way conversions at St. Paul/Niagara/Geneva/Queenston Streets in order to function properly. These matters can be addressed through Transportation Division’s continuing involvement in meetings and discussions on the proposed two-way conversion study.

**Conclusion**

Regional staff is supportive of the proposed street system conversion addendum subject to consideration of the above comments from a Regional perspective.

Please advise us of all future developments as the study proceeds including any further notices. In the meantime if you have any questions or require additional information please contact me.

Yours truly,

Pat Busnello, MCIP, RPP
Senior Development Planner

c:  Nick Palomba, P.Eng, Consultant Project Manager, Delcan Corporation  
    Peter Colosimo, MCIP, RPP, Director, Development Services  
    Marilyn Radman, MCIP, RPP, Manager, Development Planning  
    Phill Lambert, P.Eng., Manager, Development Engineering  
    Eugene Chajka, P.Eng., Manager, Development Approvals  
    Mike DiPaola, P.Eng., Associate Director, Transportation Engineering  
    Cam Milne, Project Manager, Transportation Engineering  
    Nick Rosati, Supervisor, Traffic Systems
NOTICE OF COMPLETION

ADDENDUM TO THE 2005 DOWNTOWN STREET SYSTEM CONVERSION CLASS ENVIRONMENTAL ASSESSMENT STUDY REPORT

The City of St. Catharines has completed an Addendum to the 2005 Study Report completed for the Downtown Street System Conversion Study, which recommended the conversion of the downtown street system to two-way operation, except for sections of William Street, Church Street and Queenston Street.

As part of the implementation of the downtown two-way traffic conversion, modifications to the study area made it necessary to revisit portions of the street system conversion, specifically the areas bounded by Queenston Street, Court Street and Church Street, as well as William Street and Queenston Street (Riordon Street to Geneva Street). As a result, the City initiated an Addendum to the 2005 Study Report.

Key revisions that have been made to the original study recommendations include:

**Church Street from King to Court**

Originally recommended to remain one-way to avoid difficult turning maneuvers at the junction of King and Church, this section is to be converted to two-way operation with realignment of the Church Street and King Street intersection.

**Queenston Street from Geneva to Riordon**

Originally recommended and implemented as one-way, Queenston Street is to be converted back to two-way operation to accommodate the Wine Route (designated along Queenston Street).

**Niagara Street from Church to Geneva**

Originally recommended for conversion to two-way operation, Niagara Street is recommended to stay as one-way due to operational and safety constraints associated with converting Queenston Street back to two-way operation.

**William Street from King Street to Lake Street**

Originally recommended for conversion to two-way operation, William Street is recommended to stay as one-way due to operational and safety constraints associated with increased pedestrian and vehicle traffic at the parking garage during special events in the downtown core.

The Addendum to the 2005 Report documenting the City’s revised recommendations is on display for review on the City’s website - www.stcatharines.ca/TwoWayTraffic and at the following locations for thirty calendar days beginning on October 22, 2015 and ending on November 20, 2015:

<table>
<thead>
<tr>
<th>Location</th>
<th>Hours: Monday to Friday – 8:30 a.m. to 4:30 p.m.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clerk’s Department</td>
<td>St. Catharines Library</td>
</tr>
<tr>
<td>City of St. Catharines</td>
<td>54 Church Street</td>
</tr>
<tr>
<td>50 Church Street, St. Catharines, Ontario</td>
<td>8:30 a.m. to 4:30 p.m.</td>
</tr>
<tr>
<td>Clerk’s Department</td>
<td>Niagara Region</td>
</tr>
<tr>
<td>City of St. Catharines</td>
<td>2201 St. David’s Rd.</td>
</tr>
<tr>
<td>St. Catharines, Ontario</td>
<td>P.O. Box 1042</td>
</tr>
<tr>
<td>Hours: Tuesday to Thursday –</td>
<td>10:00 a.m. to 9:00 p.m.</td>
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<tr>
<td>8:30 a.m. to 4:30 p.m.</td>
<td>Saturday - 9:00 a.m. to 5:00 p.m.</td>
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<tr>
<td></td>
<td>Sunday - 1:30 p.m. to 5:00 p.m.</td>
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<tr>
<td></td>
<td>2:30 p.m. to 4:30 p.m.</td>
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</table>

Interested persons may provide written comments to the City’s Clerk’s Department within 30 calendar days from the date of this Notice. If concerns regarding this project cannot be resolved in discussion with the City of St. Catharines, a person or party may request that the Minister of Environment and Climate Change make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order). Requests for a Part II Order must be received by the Minister of Environment, 77 Wellesley Street West, 11th Floor, Ferguson Block, Toronto, Ontario M7A 2T5. A copy of the request must also be sent to the City’s Project Manager.

If you would like additional information on the study or would like to provide written comments, contact:

Steve Bittner, C.E.T.  
Project Manager  
City of St. Catharines  
P.O. Box 3012, 50 Church Street  
St. Catharines, ON, L2R 7C2  
Ph. (905) 898-5601, Ext. 1663  
E-mail: sbittner@stcatharines.ca  

Andrew McGregor, MCIP, RPP  
Consultant Project Manager  
Parsons Inc.  
4342 Queen Street, Unit 407  
Niagara Falls, ON L2E 7J7  
Ph. (905) 356-7003 Ext. 6409  
E-mail: andrew.mcgregor@parsons.com

In accordance with Ontario’s Environmental Assessment Act, the City of St. Catharines planned this project under Schedule “B” of the Municipal Class Environmental Assessment, October 2000. All comments submitted will become part of the study documentation.
<table>
<thead>
<tr>
<th>Name</th>
<th>Title/Position</th>
<th>Organization/Department</th>
<th>Email/Contact Information</th>
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