



**The Municipal Corporation of the
Town of Fort Erie**

BY-LAW NO. 96-2002

**BEING A BY-LAW TO ADOPT THE TRANSPORTATION
ENVIRONMENTAL STUDY REPORT – GATEWAY NIAGARA
SOUTH (CROSSROADS AT FORT ERIE) DEVELOPMENT, QUEEN
ELIZABETH WAY, CONCESSION ROAD SOUTH EXIT RAMP
RECONFIGURATION (360502-07)**

WHEREAS the reconfiguration of the QEW westbound to Concession Road south exit ramp is a major requirement for the development of the Crossroads Tourist Information and Travel Centre under development by Nordic Gaming Corporation at the Fort Erie Race Track site, south of Bertie Street, and

WHEREAS the ramp reconfiguration requires a Transportation Environmental Study Report in order to receive Ministry of Transportation approval, and

WHEREAS the Town of Fort Erie is the road authority having jurisdiction over associated municipal roads and as such is the proponent for the study, and

WHEREAS Council-in-Committee at its meeting of June 3, 2002 approved Administrative Report No. PW-31-2002: "*Gateway Niagara South (Crossroads at Fort Erie) Development, Queen Elizabeth Way, Concession Road South Exit Ramp Reconfiguration, Transportation Environmental Study Report*", as amended, recommending that Council of the Town of Fort Erie receive the Transportation Environmental Study Report and that approval of the report is subject to the developer constructing Street A in its entirety at its own cost and at no cost to the municipality including stop lights, street lights, signage and appurtenances for the reconfiguration of the ramp from the westbound Queen Elizabeth Way to Concession Road south, and

WHEREAS it is deemed advisable to adopt the Environmental Study Report for the reconfiguration of the ramp from the westbound Queen Elizabeth Way to Concession Road south as annexed as Schedule "A" to this by-law;

NOW THEREFORE the Municipal Council of The Corporation of the Town of Fort Erie hereby enacts as follows:

- 1) **THAT** the Transportation Environmental Study Report for the reconfiguration of the ramp from the westbound Queen Elizabeth Way to Concession Road south, annexed hereto as Schedule "A", be and it is herewith adopted subject to the developer constructing Street A in its entirety at its own cost and at no cost to the municipality including stop lights, street lights, signage and appurtenances for the reconfiguration of the ramp from the westbound Queen Elizabeth Way to Concession Road South.

BY-LAW NO. 96-2002

PAGE TWO

2) **THAT** upon passage of this By-law the Ministry of Transportation and the Ministry of Environment be notified of Council's adoption of the Transportation Environmental Study Report.

READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS 10TH DAY OF JUNE, 2002.



MAYOR



CLERK

I, the Clerk, Carolyn J. Kett, of The Corporation of the Town of Fort Erie hereby certify the foregoing to be a true certified copy of By-law No. 96-2002 of the said Town. Given under my hand and the seal of the said Corporation this _____ day of _____, 2002.

EXECUTIVE SUMMARY

This project is classified as a Group B undertaking under the *Class Environmental Assessment for Provincial Transportation Facilities, 1999* (as amended, 2000). The study area is illustrated on Exhibit 1-1 and the preferred alternative is shown in Appendix A.

Study Objectives

The objective of this study is to obtain approval for the reconstruction of the exit ramp from the westbound QEW to Concession Road South, and construction of municipal roads to connect to Concession Road South and Bertie Street. The alterations include removal of the existing westbound QEW to southbound Concession Road ramp. These alterations are intended to provide safe and efficient access to the proposed Crossroads at Fort Erie (Previously referred to as Gateway Niagara South) development including a new Ontario Ministry of Tourism Visitor Welcome and Information Centre, and continued safe and efficient access to Concession Road and Bertie Street.

Project Specific Earlier and Related Work

- Fort Erie Racetrack and Gateway Site, Traffic Impact Study, IBI Group, 19 September 2000 (updated 12 April 2002) - this study examined existing and proposed traffic conditions, and investigated the need for alterations to the traffic network to accommodate the traffic demand from the existing Fort Erie Racetrack and the proposed Crossroads at Fort Erie development.

Significant Land Development Issues

- The development of the Proposed Crossroads at Fort Erie is a key element in the Town of Fort Erie's Strategic Plan to develop Fort Erie as a tourist destination and to encourage travellers to stop and visit Fort Erie;
- Alterations to the existing QEW exit ramp are considered necessary to ensure that the Ontario Visitor Welcome and Information Centre is highly visible and easily accessible from the westbound QEW.

Significant Transportation Engineering Issues

- Future traffic generated by the Crossroads at Fort Erie development will result in adjacent intersections on Concession Road operating over capacity during peak traffic conditions, particularly the northbound left turn movement at the intersection of Bertie Street and Concession Road.
- Without alterations to the existing road network, the route for traffic from the westbound QEW to the Ontario Visitor Welcome and Information Centre and Crossroads at Fort Erie would be indirect.
- Without alterations to the Concession Road interchange, and with the Crossroads at Fort Erie site developed, future traffic at the intersection of Concession Road and Bertie Street will

experience delays during peak traffic times, with the northbound left turn having a level of service (LOS) of F (significant delay) during the peak hour of traffic.

Significant Environmental Issues

No significant environmental issues are expected to arise from this project. However, the impacts of the undertaking on stormwater management and on heritage issues were investigated.

Alternatives Developed and Evaluated

Planning Alternatives:

The implementation of Transportation Supply Management and Transportation Demand Management techniques, such as high occupancy vehicle lanes and increased transit use, were determined to be inadequate to meet the objectives of the study. The "Do Nothing" and ramp alteration alternatives were carried forward for further work.

Design Alternatives:

Because of the constraints along the corridor, including existing development and existing structures, the number of reasonable alternatives that could be developed to address the study objectives was limited. Areas where reasonable alternatives could be generated were (see Appendix A and B for drawings of alternatives):

- Ramp from QEW westbound to Concession Road southbound;
 - Reconfigure the ramp to Concession Road south and instead continue the ramp into the Crossroads at Fort Erie site and on to Bertie Street and Concession Road via municipal roads. (see Alternative 2 drawing in Appendix A)

- Ramp from QEW westbound to Concession Road northbound;
 - Realign ramp to create a partial cloverleaf interchange and remove the existing westbound to southbound ramp (see Alternative 4 drawing in Appendix B); or
 - As above, but with a municipal road opposite the ramp terminal leading into the Crossroads at Fort Erie (see Alternative 4 drawing in Appendix B).

The evaluation of alternatives was done qualitatively and quantitatively for all cases.

Project Specific External Consultation

External consultation has been carried out by way of two Public Information Centre (PIC) held on 9 January 2002 and on 20 March 2002. Summaries of each PIC are contained in Appendix C. The Town of Fort Erie has been in consultation with the MTO regarding this project since 1999.

Changes Made as a Result of External Consultation

Local business owners who attended the PICs and responded to the newspaper advertisements for the PICs raised connectivity to Concession Road south and Garrison Road as an important issue. Therefore, alternatives that maintained the connection to Concession Road south were favoured in this analysis. As a result of comments made at the PICs, the Study Team will ensure

during detail design that access to Concession Road south is marked clearly in the proposed reconfiguration.

Recommended Plan

The proposed project includes the following specific alterations:

Westbound QEW to southbound Concession Road exit ramp:

- Reconstruct exit from westbound QEW to Concession Road south;
- Construct municipal roads from ramp terminal west through the Crossroads at Fort Erie to the Fort Erie Racetrack, from ramp terminal east to Concession Road, and from ramp terminal north to Bertie Street; and
- Installation of traffic signals at ramp terminal, and at the intersection of the proposed municipal road and Bertie Street.

A plan showing the recommended alternative is shown on Exhibit E-1.

Commitments to Future Action/External Approvals Needed

Exhibit E-2 provides a summary of the anticipated environmental effects, proposed mitigation and commitments to further work.

The following approvals/permits are required:

- Provincial *Environmental Assessment Act*;

The following permits are required:

- easements for construction affecting municipal roadways and services such as sanitary sewers, water and storm drains.

**EXHIBIT E-2
NATURAL, SOCIAL, ECONOMIC AND CULTURAL ENVIRONMENTS
ANTICIPATED IMPACTS AND PROPOSED MITIGATION MEASURES**

Factors/Location		Anticipated Impacts	Proposed Mitigation
1. Natural Environment			
	General	• No anticipated impacts	• No adverse impacts anticipated
2. Social/Health Environment			
2.1	Aesthetics: Views from the QEW	• No anticipated adverse impacts, opportunity for improvement due to development of Ontario Visitor Welcome and Information Centre	• No adverse impacts anticipated, landscaping opportunity for entry to Ontario Visitor Welcome and Information Centre and Crossroads Site
2.2	Highway noise: During construction Following construction	• Noise from construction equipment and activities - may require noise By-law exemption permit for night work • No anticipated adverse impacts	• Noise by-law exemption permit for night work will be applied for • Insert operational constraint regarding construction noise into contract documents • No adverse impacts anticipated
2.3	Properties	• No property affected outside of development site	• No adverse impacts anticipated
2.4	Community Facilities	• No anticipated adverse impacts	• Ensure any existing signs and markings are transferred to new ramp
2.5	Emergency Services	• Direct route from westbound QEW to Ontario Visitor Welcome and Information Centre	• Liaise with emergency service providers before and during construction to keep them informed about potential closures and other changes to the road system
3. Economic Environment			
3.1	Commercial/Industrial	• Economic benefits due to direct access to Crossroads at Fort Erie site. • Increased travel time to Garrison Road due to increased route length from realigned ramp to Concession Road south.	• Maintain access during construction • Ensure signs provide clear direction to Concession Road south • Minimise additional route length and delay, maintain access during construction
3.2	Land Use Strategies	• Satisfaction of key element of Town of Fort Erie Strategic Plan to develop Fort Erie as a tourist destination	• No adverse impacts anticipated
4. Cultural Environment			
4.1	Archaeology	• Unanticipated discovery of archaeological / human remains	• Immediately contact appropriate agencies
4.2	Heritage	• No anticipated impacts	• No adverse impacts anticipated
5. Transportation/Engineering			
5.1	Capacity and LOS	• Improved level of service for Concession Road/Bertie Street intersection for level of traffic anticipated from development	• New ramp access removes Racetrack traffic from Concession Road/Bertie Street intersection
5.2	Safety	• Demand for opposed left turn movement (westbound QEW to Bertie Street via Concession Road)	• Reduce demand for left turn manoeuvre by providing direct route on new ramp
5.3	Utilities	• No significant impacts anticipated	• Relocate or protect utilities if required
5.4	Staging	• No significant adverse impacts during construction anticipated	• Maintain existing ramp until new ramp is constructed, ensure any temporary ramp or lane closures occur during off-peak times and ensure adequate public consultation

Exhibit 1-1: Project Location

