

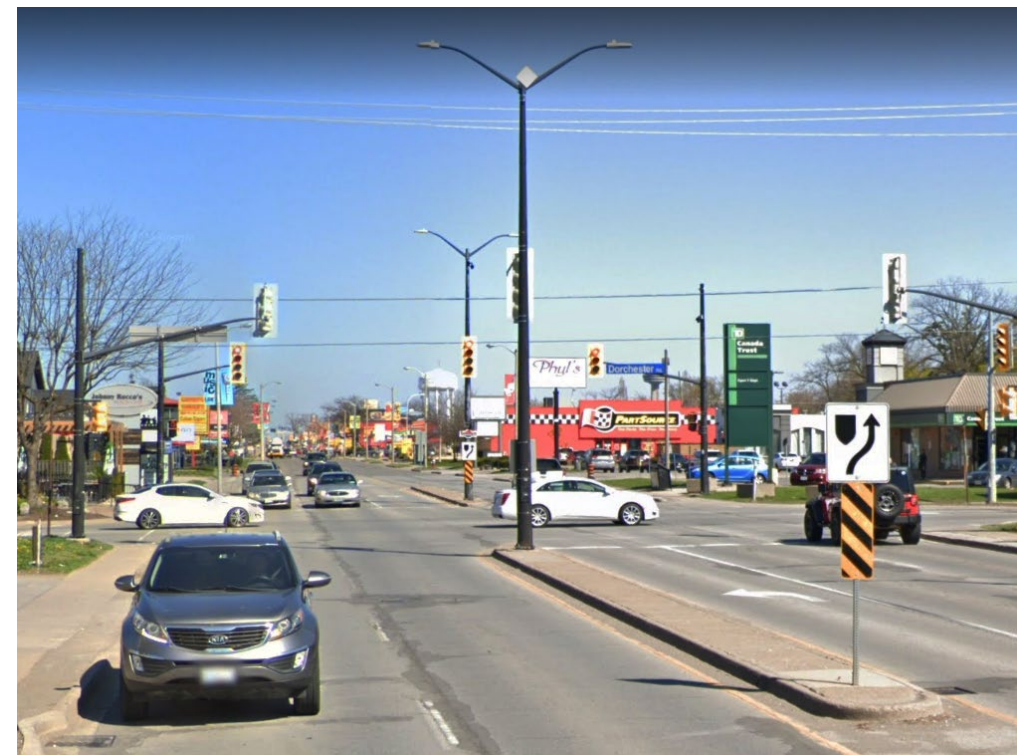


Public Information Centre #2

Municipal Class Environmental Assessment Study for Lundy's Lane in the City of Niagara Falls

June 22, 2022

- Live presentation begins at 6 PM
- PIC continues to 7:30 PM



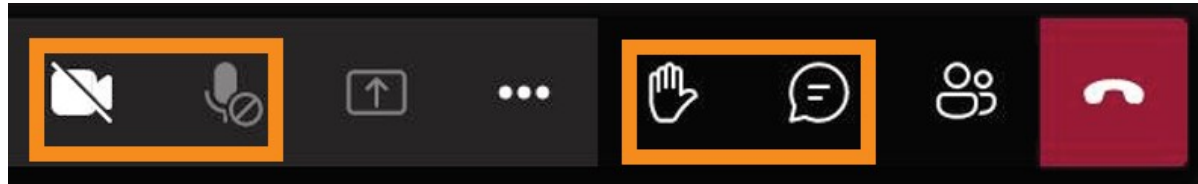
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Housekeeping Items

- When joining the online meeting, we request you to please turn off your camera and mute the microphone
- There will be an opportunity at the end of the presentation to ask questions or submit comments
- Please use the chat function to type in your questions/comments or click on “Raise hand”



- In case you would like to submit your feedback later, the presentation materials and an online comment form are available on the [project webpage \(https://niagararegion.ca/projects/lundys-lane/default.aspx\)](https://niagararegion.ca/projects/lundys-lane/default.aspx).

Introductions

Niagara Region

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Manager, Capital Projects

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Project Manager, Transportation Engineering

Urban & Environmental Management Inc.

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Purpose of PIC #2

- Share information on the status of the project
- Present and receive input on the identification, evaluation, and selection of Alternative Planning Solutions
- Provide an opportunity for the public to review project information, provide comments, and ask questions
- Outline next steps in the Class EA Study

Study Area Map



Figure 1: Study Area Map

- - - = Study Area Limits

Overview of Municipal Class EA Process & Timeline

PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5
<ul style="list-style-type: none"> Notice of study commencement Problem or opportunity statement Public Information Centre #1 	<ul style="list-style-type: none"> Inventory natural, social and economic existing conditions Identify and evaluate alternative planning solutions Identify preferred planning solution Public Information Centre #2 	<ul style="list-style-type: none"> Inventory natural, social and economic existing conditions Identify and evaluate alternative design concepts for preferred solution Identify preferred design concept Public Information Centre #3 	<ul style="list-style-type: none"> Document Study process and findings in Environmental Study Report (ESR) Issue Notice of Study Completion Place ESR on public record for a minimum of 30-day review period 	<ul style="list-style-type: none"> Proceed to the detailed design and construction of the project Monitor environmental provisions and commitments
Fall 2021/Winter 2022	Spring 2022	Summer/Fall 2022	Fall 2022	TBD

↑
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Summary of PIC #1

At PIC #1, the Project Team introduced the study and:

- Presented the Problem/Opportunity Statement
- Presented preliminary results from studies
- Addressed comments/questions
- Received feedback on the P/O statement
- Received 1 written comment from the public prior to the PIC, and 1 written comment following
- Received comments from City of Niagara Falls staff
- No other relevant agency input to date
- Received input and written comments from Lundy's Lane BIA from a meeting with them prior to PIC #1

Progress on Technical Investigations

Technical Investigations Completed:

- Topographic survey of Study Area
- Geotechnical Investigation
- Traffic Impact Study
- Cultural/Heritage Assessment
- Archaeological Assessment

Technical Investigations to be finalized following confirmation of Preferred Design:

- Environmental Impact Assessment
- Noise Impact Assessment

Information from Traffic Impact Study

Findings

- Localized congestion at study area intersections during weekday peak periods (Montrose Road and Dorchester Road)
- Current peak volume traffic slightly exceeds existing arterial lane capacity
- 2041 volumes will modestly exceed existing lane capacity
- Localized measures will be required at intersections to address capacity deficiencies (Montrose Road and Dorchester Road)
- Separation of left-turning traffic is highly desirable
- Areas of high collision rates are candidates for driveway access management
- Centre left-turn lane may reduce collisions, improve traffic flow

Next Steps

- Consider TIS results during design alternatives development and evaluation

Information from Archaeological Study

Findings

- 95% of study area disturbed
- 5% is remaining boulevard and areas around Lundy's Lane Cemetery
- Moderate to high potential for archaeological resources
- 18 registered archaeological sites within 1km

Next Steps

- Consider archaeological resources in finalizing preferred planning alternative
- Further assessment during design alternatives development and evaluation

Information from Cultural/Built Heritage Study

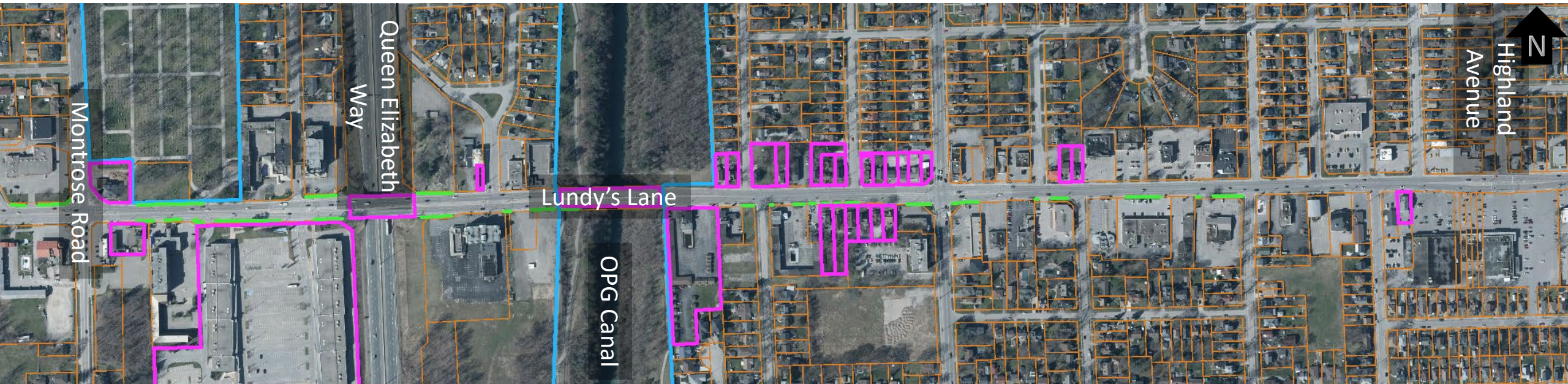
Findings

- 2 cultural heritage landscapes
 - Lundy's Lane Cemetery
 - OPG Hydro Canal
- 4 historical and commemorative plaques
 - Pioneers & Red Meeting House
 - Charles Green
 - William Lundy Homestead
 - Lundy's Lane South Bridge Over Hydro Canal
- 29 built heritage resources

Next Steps

- Consider cultural and built heritage resources in finalizing preferred planning alternative
- Further assessment during design alternatives development and evaluation

Map of Cultural/Built Heritage Locations and Archaeological Resources



-  Cultural Heritage Landscape
-  Built Heritage Resource
-  Archaeological Potential

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Information from Geotechnical Investigation

Findings

- Findings consistent with a typical roadway of this type
- Environmental sampling findings were typical of roads with salting related winter maintenance
- One borehole with VOC parameter exceedance. Further testing indicated non-hazardous material

Next Steps

- Finalize Geotechnical Report
- Consider during design alternatives development and evaluation

Alternative Planning Solutions

Alternative planning solutions are ways to address the Problem/Opportunity Statement and include a “Do Nothing” scenario. The following Alternative Planning Solutions were developed to address this EA study:

No.	Alternative Planning Solution	Description
1	Do Nothing	The existing transportation system is not changed. However, ongoing maintenance of the existing infrastructure would continue. This alternative will form a baseline for comparison to the other planning alternatives.
2	Encourage Use of Alternative Routes	Encourage travelers to utilize other routes in the City to reduce demand on Lundy’s Lane. This may require improvements and additional maintenance to other corridors (e.g., capacity improvements, active transportation, etc.) to accommodate additional traffic.
3	Roadway/Intersection Improvements	Modify roadway/lane configuration (e.g., add lanes, remove lanes, add central turning lane, etc.) and intersections (e.g., traffic signal and timing, adding through and turn lanes, Right-of-Way access management) to improve operations, roadway safety, and/or capacity.
4	Implement Active Transportation	Improve facilities for other modes of travel such as walking, cycling, and transit. This includes the reconstruction/rehabilitation of the existing lane configuration to accommodate active transportation infrastructure.
5	Roadway/Intersection Improvements and Implement Active Transportation	Modify roadway/lane configuration and intersections to improve operations, roadway safety, and/or capacity, as well as improve facilities for other modes of travel such as walking, cycling, and transit in consideration of the Complete Streets approach.
6	Limit Development	Restrict development of surrounding lands now and in the future.

Evaluation Criteria

Evaluation criteria have been developed and are shown below. The Alternative Planning Solutions will be evaluated against these criteria.

Transportation	Cultural/Built Heritage	Socio-Economic	Costs
<ul style="list-style-type: none">▪ Vehicular Traffic Demand▪ Safety▪ Active Transportation▪ Transit▪ Complete Streets	<ul style="list-style-type: none">▪ Archaeological▪ Cultural Heritage	<ul style="list-style-type: none">▪ Local and Regional Planning Documents▪ Supports Local Growth and Development▪ Access To and From Properties▪ Private Property Requirements	<ul style="list-style-type: none">▪ Capital Costs▪ Maintenance Costs

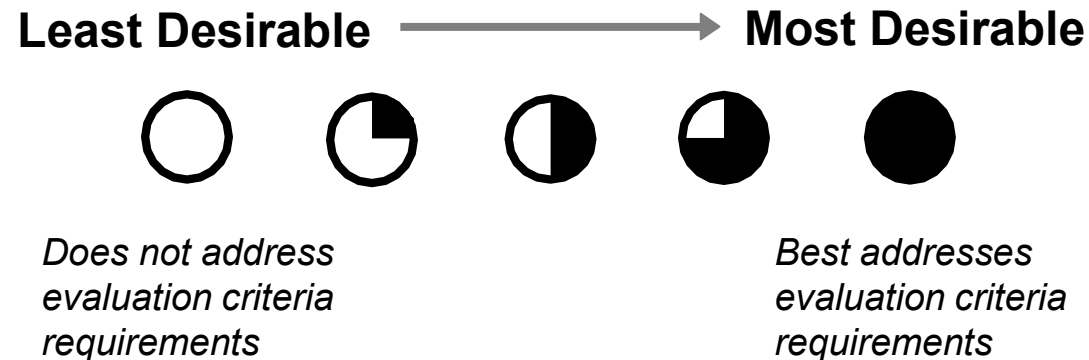
Complete Streets and Active Transportation

As part of this Environmental Assessment, Complete Streets and Active Transportation were considered as criteria under the Transportation Environment for the study area. These criteria are defined as follows:

- **Complete Streets:** A street that accommodates multiple modes of transportation, people of all ages and abilities and supports adjacent land uses
- **Active Transportation:** A form of transportation in which a person's own power is used to travel. This includes walking, running, cycling, etc.

Evaluation Process

An evaluation process was developed to evaluate the planning alternatives against the identified criteria. This evaluation process is qualitative and uses professional judgement in consideration of available information to determine how well each planning alternative satisfies the criteria for each component of the environment. An open circle demonstrates that the planning alternative does not address the requirements of a given criteria, while a solid circle shows that the planning alternative fully addresses the criteria requirements. There are three additional options, a quarter, half, and three-quarter circle, which are used to consider a range of instances where a planning alternative meets some of the requirements of a criteria but does not fully address them.



Evaluation Table: Transportation

Criteria	1. Do Nothing	2. Encourage Use of Alternative Routes	3. Roadway/Intersection Improvements	4. Implement Active Transportation	5. Roadway/Intersection Improvements and Implement Active Transportation	6. Limit Development
Vehicular Traffic Demand	Does not address traffic demand and growth	Addresses some traffic demand in the study area, but could impact alternate routes	Addresses traffic demand along the road and at intersections	Provides better opportunities for other modes of travel	Addresses traffic demand along the road and at intersections and provides better opportunities for other modes of travel	Reduces future traffic demand in study area but current planned growth will still be greater than existing road capacity
Safety	No improvements to vehicular, cyclist and pedestrian safety in the study area	No improvements to vehicular, cyclist and pedestrian safety in the study area	Improves vehicular safety in the study area	Improves cyclist and pedestrian safety in the study area	Improves vehicular, cyclist and pedestrian safety in the study area	No improvements to vehicular, cyclist and pedestrian safety in the study area
Active Transportation	Does not improve active transportation use in the study area	Does not improve active transportation use in the study area	Improves active transportation	Improves and supports active transportation	Improves and supports active transportation	Does not improve active transportation use in the study area
Transit	Does not improve transit functioning and ease of transit use in the study area	Does not improve transit functioning and ease of transit use in the study area	Supports increased transit use and operations by improving traffic flow and adding lanes for use	Supports increased transit use and operations by improving traffic flow and adding lanes for use	Supports increased transit use and operations by improving traffic flow and adding lanes for use	Does not improve transit functioning and ease of transit use in the study area
Complete Streets	Does not address Complete Streets approach	Does not address Complete Streets approach	Contributes to addressing Complete Streets approach for the study area	Contributes to addressing Complete Streets approach for the study area	Addresses Complete Streets approach for the study area	Does not address Complete Streets approach
Summary	Does not address the transportation needs of the study area	Minimally addresses transportation needs of the study area, but could result in impacts to alternative routes	Addresses several transportation needs such as traffic demand, safety and access in the study area	Addresses active transportation needs in the study area	Addresses several transportation needs such as traffic demand, safety, access and active transportation in support of a Complete Streets approach in the study area	Does not address the transportation needs of the study area

Evaluation Table: Cultural/Built Heritage Environment

Criteria	1. Do Nothing	2. Encourage Use of Alternative Routes	3. Roadway/Intersection Improvements	4. Implement Active Transportation	5. Roadway/Intersection Improvements and Implement Active Transportation	6. Limit Development
Archaeology	● No impacts to archaeological resources	◐ No impacts to archaeological resources in the study area. However, there may be impacts to alternative routes if improvements required and studies done	◐ Potential for some impacts to adjacent archaeological resources in undisturbed areas, which represent only 5% of the study area. Additional studies may be required to determine if archaeological resources will be impacted and to identify avoidance/mitigative measures	◐ Potential for some impacts to adjacent archaeological resources in undisturbed areas, which represent only 5% of the study area. Additional studies may be required to determine if archaeological resources will be impacted and to identify avoidance/mitigative measures	◐ Potential for some impacts to adjacent archaeological resources in undisturbed areas, which represent only 5% of the study area. Additional studies may be required to determine if archaeological resources will be impacted and to identify avoidance/mitigative measures	● No impacts to archaeological resources
Cultural Heritage	● No impacts to cultural heritage resources	◐ No impacts to cultural heritage in the study area. However, there may be impacts to alternative routes if improvements required and studies done	◐ Potential for some impacts to adjacent cultural heritage resources if improvements/changes impact cultural heritage resources. Additional studies may be required to determine if cultural heritage resources will be impacted and to identify avoidance/mitigative measures	◐ Potential for some impacts to adjacent cultural heritage resources if improvements/changes impact cultural heritage resources. Additional studies may be required to determine if cultural heritage resources will be impacted and to identify avoidance/mitigative measures	◐ Potential for some impacts to adjacent cultural heritage resources if improvements/changes impact cultural heritage resources. Additional studies may be required to determine if cultural heritage resources will be impacted and to identify avoidance/mitigative measures	● No impacts to cultural heritage resources
Summary	● No impacts to the cultural heritage and archaeological environment as no work is being undertaken	◐ No impacts to the cultural heritage and archaeological environment in the study area as no work is being undertaken. However, there may be impacts to alternative routes if improvements required and studies done	◐ Potential for some impacts to the adjacent cultural heritage and archaeological environment. Impacts to be mitigated or avoided where possible	◐ Potential for some impacts to the adjacent cultural heritage and archaeological environment. Impacts to be mitigated or avoided where possible	◐ Potential for some impacts to the adjacent cultural heritage and archaeological environment. Impacts to be mitigated or avoided where possible	● No impacts to the cultural heritage and archaeological environment as no work is being undertaken

























Evaluation Table: Socio-Economic Environment

Criteria	1. Do Nothing	2. Encourage Use of Alternative Routes	3. Roadway/Intersection Improvements	4. Implement Active Transportation	5. Roadway/Intersection Improvements and Implement Active Transportation	5. Limit Development
	○ Is not supported by the Transportation Master Plan (TMP)	◐ Addresses some traffic demand and growth in the City but not within the study area	● Supported by the TMP/OP by addressing vehicular safety, operations, road widening and growth	● Supported by the TMP/OP by addressing pedestrian safety and active transportation	● Supported by the TMP/OP by addressing vehicular safety, operations, road widening, growth, pedestrian safety and active transportation	○ Is not supported by the Official Plan (OP)
	○ Does not support local growth and development	○ Does not support local growth and development	◐ Supports local growth and development by providing improved vehicular infrastructure	◐ Supports local growth and development by providing improved cyclist and pedestrian infrastructure	◐ Supports local growth and development by providing improved vehicular, cyclist and pedestrian infrastructure	○ Does not support local growth and development
	◐ Does not impact existing access to and from properties but does not offer any access improvements	◐ Does not impact existing access to and from properties but does not offer any access improvements	◐ Opportunities to improve and revise access to and from properties as needed	○ Potential for additional conflict with adjacent properties	◐ Opportunities to improve and revise access to and from properties as needed, however also some potential for additional conflict with adjacent properties	◐ Does not impact existing access to and from properties but does not offer any access improvements
	● No private property impacts as there is no work being undertaken	◐ No private property impacts within the study area as there is no work being undertaken, but may be potential impacts on adjacent routes	◐ Potential for property impacts if additional private property adjacent to areas of improvement is needed	◐ Potential for property impacts if additional private property adjacent to areas of improvement is needed	◐ Potential for property impacts if additional private property adjacent to areas of improvement is needed	● No private property impacts as there is no work being undertaken
	◐ Does not support the planning vision in the study area	◐ Minimal improvements to study area but does not support the planning vision and growth in the study area	◐ Supports the planning vision for this area, though there may be some private property impacts	◐ Supports the planning vision for this area, though there may be some private property and access impacts	◐ Supports the planning vision for this area, though there may be some private property and access impacts	◐ Does not support the planning vision in the study area

Evaluation Table: Costs

Criteria	1. Do Nothing	2. Encourage Use of Alternative Routes	3. Roadway/Intersection Improvements	4. Implement Active Transportation	5. Roadway/Intersection Improvements and Implement Active Transportation	5. Limit Development
Capital Costs	● No additional capital costs	◐ No capital costs related to this study area. May be capital costs for alternative routes if improvements required	◐ Significant capital costs	◐ Significant capital costs	◐ Significant capital costs	● No additional capital cost.
Maintenance Costs	○ Increased maintenance costs due to continued roadway deterioration	◐ Increased maintenance costs in study area due to continued roadway deterioration. Some increase in maintenance costs on alternative routes due to increased traffic	● Reduced maintenance costs due to improved condition of roadway	◐ Some increase in maintenance costs to maintain improvements	◐ Improved condition of roadway will reduce maintenance costs, however adding additional infrastructure will then increase maintenance costs	○ Increased maintenance costs due to continued roadway deterioration
Summary	◐ No additional capital costs, however increased maintenance costs	◐ No additional capital costs in study area however, there may be some capital costs for alternative routes. Also, increase in maintenance costs in study area and potential for some increased maintenance costs on alternative routes	◐ Significant capital costs, though improved roadway results in reduced maintenance costs	◐ Significant capital costs and some additional maintenance costs	◐ Significant capital costs with some reduction in maintenance costs, but offset by increased maintenance costs for new infrastructure	◐ No additional capital costs, however increased maintenance costs

Evaluation Table: Summary of Evaluation Planning Alternatives

Criteria	1. Do Nothing	2. Encourage Use of Alternative Routes	3. Roadway/Intersection Improvements	4. Implement Active Transportation	5. Roadway/Intersection Improvements and Implement Active Transportation	5. Limit Development
Transportation	 Does not address the transportation needs of the study area	 Minimally addresses transportation needs of the study area, but could result in impacts to alternative routes	 Addresses several transportation needs such as traffic demand, safety and access in the study area	 Addresses active transportation needs in the study area	 Addresses several transportation needs such as traffic demand, safety, access and active transportation in support of a Complete Streets approach in the study area	 Does not address the transportation needs of the study area
Cultural Heritage and Archaeology	 No impacts to the cultural heritage and archaeological environment as no work is being undertaken	 No impacts to the cultural heritage and archaeological environment in the study area as no work is being undertaken. However, there may be impacts to alternative routes if improvements required and studies done	 Potential for some impacts to the adjacent cultural heritage and archaeological environment. Impacts to be mitigated or avoided where possible	 Potential for some impacts to the adjacent cultural heritage and archaeological environment. Impacts to be mitigated or avoided where possible	 Potential for some impacts to the adjacent cultural heritage and archaeological environment. Impacts to be mitigated or avoided where possible	 No impacts to the cultural heritage and archaeological environment as no work is being undertaken
Socio-Economic	 Does not support the planning vision in the study area	 Minimal improvements to study area but does not support the planning vision and growth in the study area	 Supports the planning vision for this area, though there may be some private property impacts	 Supports the planning vision for this area, though there may be some private property and access impacts	 Supports the planning vision for this area, though there may be some private property and access impacts	 Does not support the planning vision in the study area
Costs	 No additional capital costs, however increased maintenance costs	 No additional capital costs in study area however, there may be some capital costs for alternative routes. Also, increase in maintenance costs in study area and potential for some increased maintenance costs on alternative routes	 Significant capital costs, though improved roadway results in reduced maintenance costs	 Significant capital costs and some additional maintenance costs	 Significant capital costs with some reduction in maintenance costs, but offset by increased maintenance costs for new infrastructure	 No additional capital costs, however increased maintenance costs

Evaluation Table: Summary of Evaluation Planning Alternatives

Criteria	1. Do Nothing	2. Encourage Use of Alternative Routes	3. Roadway/Intersection Improvements	4. Implement Active Transportation	5. Roadway/Intersection Improvements and Implement Active Transportation	5. Limit Development
Summary	<p>⌚ Although the “Do Nothing” alternative avoids impacting the existing study area environments because no changes are made, the transportation issues of the study area, including implementation of the Complete Streets approach, are not addressed. This also negatively impacts the planning vision of the study area for the future</p>	<p>⌚ Encouraging the use of alternative routes only has minimal anticipated benefits in the short-term for the study area. Although using alternative routes avoids impacting the existing study area environments because no changes are made, the current and future transportation issues of the study area, including implementation of the Complete Streets approach, are not addressed. This also negatively impacts the planning vision in the study area for the future</p>	<p>⌚ Improving vehicular infrastructure addresses the major current issues in the study area. Potential environmental impacts may require more study to mitigate impacts. There will be costs to implement the improvements</p>	<p>⌚ Improving pedestrian and cycling infrastructure addresses the major current issues in the study area. Potential environmental impacts may require more study to mitigate impacts. There will be costs to implement the improvements</p>	<p>● Improving vehicular, pedestrian and cycling infrastructure addresses the major current issues in the study area in consideration of a Complete Streets approach. Potential environmental impacts may require more study to mitigate impacts. There will be costs to implement the improvements</p>	<p>⌚ Although limiting development in the study area avoids impacting the existing study area environments because no changes are made, the current transportation issues of the study area, including implementation of the Complete Streets approach, are not addressed. Further, limiting development is not practical as it does not support the long-term planning vision for the study area</p>

Preferred Planning Solution

Based on the results of the evaluation of the planning alternatives, the preferred planning solution is “Roadway/Intersection Improvements and Implement Active Transportation.” This would address the major transportation issues identified for the existing study area through roadway improvements, as well as implement new infrastructure for active transportation and achieve the Complete Streets approach.

Public and Stakeholder Input Received Through PIC #1

Input Received	Considered During Evaluation of Planning Alternatives	Consider During Evaluation of Design Alternatives	Not Applicable
Lundy's Lane is a transitioning area and intensification corridor that will be subject to growth and development in the near future	✓	✓	
Lundy's Lane is a mixed-use area consisting of primarily commercial and residential land uses	✓	✓	
Traffic needs to be calmed both on Lundy's Lane and on connecting side streets		✓	
Improve pedestrian facilities along the road and at intersections	✓	✓	
Improve public transit facilities	✓	✓	
Implement cycling facilities	✓	✓	
Add landscaping to centre medians and boulevards		✓	
Improve street lighting		✓	

Your Input

On the comment sheet or during the PIC, please provide your input on the following:

Planning Alternatives:

- Identification and evaluation of planning alternatives
- Preferred Planning Alternative

Any other Relevant Information/Input

- Email inquiries@uemconsulting.com

Next Steps



Following PIC #2, the Study Team will complete the following:

- Review and consider all comments received
- Finalize the Preferred Planning Alternative
- Develop and evaluate Alternative Design Concepts
- Continue meeting with interested stakeholders/agencies
- Prepare material for the Public Information Centre #3, where alternative design concepts will be presented

Getting Involved In This Study

How you can get involved:

- Review presentation slides on the virtual consultation platform/project web page
- Submit any questions, comments or suggestions for consideration using the online comment form on the project webpage or by emailing inquiries@uemconsulting.com
- Request to be added to the Study Contact List to receive Study notices for future points of consultation
- Visit project website for updates: <https://niagararegion.ca/projects/lundys-lane/>
- Attend future Public Information Centres



Questions?

Your feedback will be important to us. Your comments will be reviewed by the Study Team and considered in finalizing the Preferred Planning Alternative and in the preparation of the Design Alternatives. To submit questions/comments/suggestions, please use the online comment form available on the [project webpage \(https://niagararegion.ca/projects/lundys-lane/\)](https://niagararegion.ca/projects/lundys-lane/) or contact one of the following Study Team Members:

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