Regional Road 20 (Lundy's Lane) Schedule C Municipal Class Environmental Assessment Online Public Information Centre #2 – Summary

Introduction

On June 22, 2022, at 6:00 PM, the second Public Information Centre (PIC) was held for the Schedule C Municipal Class Environmental Assessment for Regional Road 20 (Lundy's Lane) from Montrose Road to Highland Avenue.

The PIC was held online and hosted through Microsoft Teams in a webinar format. A total of 12 people were in attendance for the PIC, consisting of Urban & Environmental Management Inc. staff (Steve Brant, Greg Taras, and Samantha Beam), Niagara Region staff (Michael Kowalczyk, Graeme Guthrie, Frank Tassone, Jackie Gervais, and Hamed Esmaeeli), City of Niagara Falls staff (John Grubich and Wendy Eitzen), a Lundy's Lane Business Improvement Association (BIA) member and one member of the public.

The PIC began with a brief presentation that summarized the status of the study, provided information on the status of supporting studies and input received to date. The presentation then introduced the Alternative Planning Solutions and outlined the process used to evaluate the Alternative Planning Solutions and identify a Preferred Alternative Planning Solution. Following the presentation, a Question & Answer (Q&A) session was held, during which time attendees were welcomed to provide comments and ask questions. The comments and questions received are summarized below.

Summary of Comments Received

The Lundy's Lane BIA member indicated that they would be reviewing the Public Information Centre presentation and will prepare and submit formal written comments.

Project Team Response: Thank you, we look forward to receiving the BIA's formal comments.

Summary of Questions Received

Question: Will this Environmental Assessment for Lundy's Lane lead to the development of a new Secondary Plan for the area and would any properties considered for future development applications have an archeological or heritage/cultural designation assigned due to the completion of archaeological/heritage assessments from the Class EA Study?

Project Team Response: The Class Environment Assessment for Lundy's Lane is being undertaken to identify the improvements required within the study area and will not result in a Secondary Plan that requires specific studies to be done for every new development. Study requirements for a proposed development will be determined on an individual basis by the City of Niagara Falls and are not related to this Class EA process.

Question: What characteristics of a building result in it being identified as a built heritage resource in this Class EA Study?

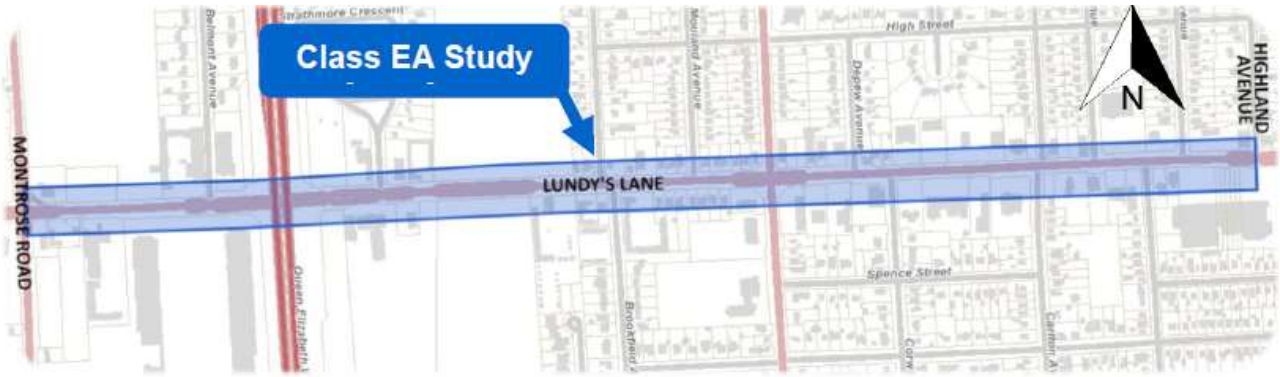
Project Team Response: The Ontario Heritage Act includes criteria to define if a property/building has heritage value. This is based on three main criteria: design or physical value, historical value or contextual value related to the overall area.

ATTACHMENT A

NOTICE OF PIC #2

Notice of Online Public Information Centre #2 Municipal Class Environmental Assessment for Lundy's Lane (Regional Road 20) from Highland Avenue to Montrose Road (Regional Road 98) in the City of Niagara Falls

Niagara Region is undertaking an Environmental Assessment (EA) Study for improvements to Lundy's Lane (Regional Road 20) from Highland Avenue to Montrose Road (Regional Road 98) in the City of Niagara Falls. It is a four-lane road that is an important corridor for moving vehicles, people, and goods across the city, and is often heavily populated with traffic associated with the tourism industry, as many attractions, restaurants and retail stores are located along Lundy's Lane. It is imperative that Lundy's Lane remains a safe and effective transportation route now and in the future.



This study will build on the recommendations of the Niagara Region's Transportation Master Plan (TMP), which included the following:

- Considerations for Active Transportation and Complete Streets
- Intersection improvements
- Safety and operational improvements
- Capacity improvements

The study will aim to identify improvements to the roadway to meet the future needs of the surrounding community for all road users. The study will address active transportation, complete streets approach, streetscaping, and compatibly with the various land uses within the study area.

The study is being carried out as a Schedule 'C' project in accordance with the requirements of the Municipal Class EA process, which is an approved process under the Ontario Environmental Assessment Act. This study will address the requirements of Phases 1 to 4 of the Municipal Class EA process. Once the study is complete, an Environmental Study Report will be prepared and available for public review and comment. A Notice of Completion will be issued at that stage.

Consultation with the public, Indigenous Nations, regulatory agencies and stakeholders is a key element of the Class EA process. Three (3) Public Information Centers will be conducted throughout this study to solicit public input. At this time, the Niagara Region is planning to host Public Information Centre (PIC) #2. The purpose of the second PIC is to share information on the current status of the project, present the planning alternatives that have been identified for the study area, and obtain input from the public and stakeholders with respect to the results of the evaluation of the planning alternatives. PIC #2 will be held in an online format. You can participate in this PIC by attending an online presentation and/or by viewing information materials on the project webpage.

Information materials related to the Online Public Information Centre #2 will be available at **niagararegion.ca/projects/lundys-lane/default.aspx** starting **June 8, 2022,** and comments will be received until **July 6, 2022.**

The Study Team will deliver an online presentation on **June 22, 2022,** starting at **6:00 p.m**. Following the presentation, the Public Information Centre will continue until **7:30 p.m**. Comments received from the virtual consultation platform will be addressed. There will also be an opportunity at the end of the presentation to ask any questions or submit further comments. Please email **inquiries@uemconsulting.com** to register for and receive an invitation to the online presentation.

If you would like to receive future notices via email, or if you have any questions or comments, please contact one of the Study Team Members identified below:

Michael Kowalczyk, C.E.T.
Project Manager,
Transportation Engineering
Niagara Region
905-980-6000 ext. 3662
Michael.Kowalczyk@niagararegion.ca

Steve Brant, P. Eng.
Consultant Project Manager
Urban & Environmental Management Inc.
905-371-9765
SBrant@uemconsulting.com

Personal information collected or submitted in writing at public meetings will be collected, used and disclosed by members of Regional Council and Regional staff in accordance with the **Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)**. The written submissions including names, contact information and reports of the public meeting will be made available. Questions should be referred to the Privacy Office at 905-980- 6000 ext. 3779 or **FOI@niagararegion.ca**.

If you require any accommodations for a disability in order to attend and participate in meetings or events, please let us know in advance so that arrangements can be made in a timely manner. Please contact the **Accessibility Advisory Coordinator** at 905- 980-6000 ext. 3252 or **accessibility@niagararegion.ca**.

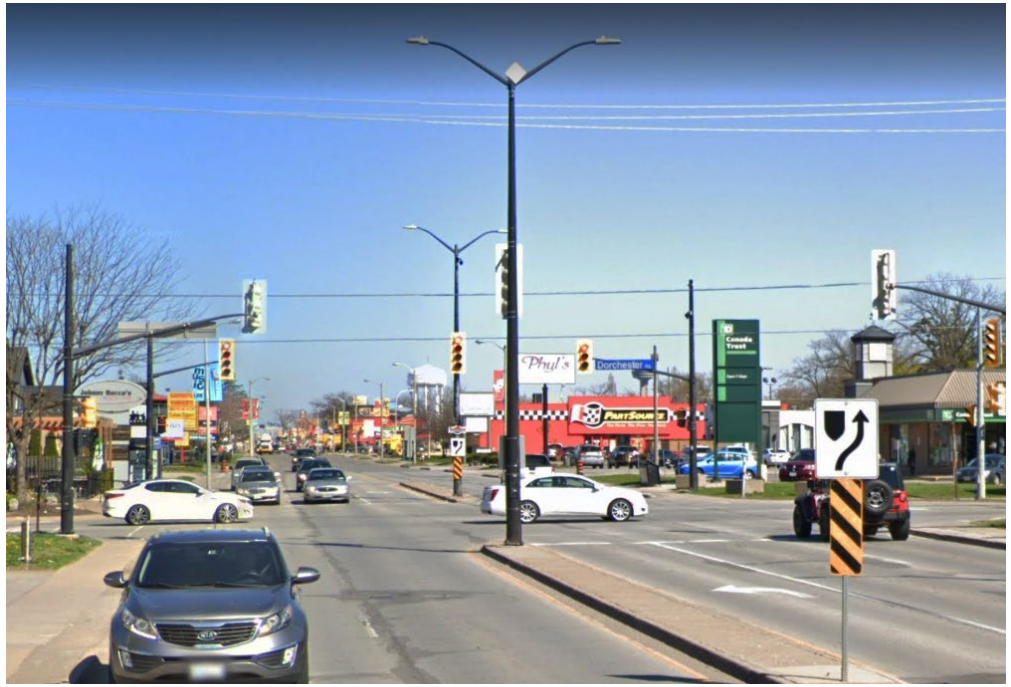
This notice was first issued on Thursday, May 26, 2022.

ATTACHMENT B

PIC #2 PRESENTATION

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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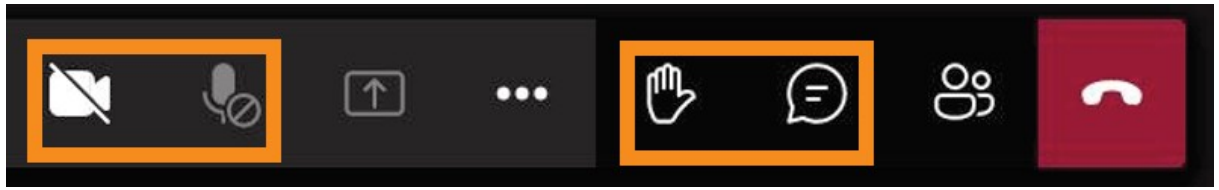
Niagara Region

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).

Introductions

Niagara Region	Urban & Environmental Management Inc.
Graeme Guthrie, C.E.T. Manager, Capital Projects	Greg Taras, RPP Senior Planner
Michael Kowalczyk, C.E.T. Project Manager, Transportation Engineering	Steve Brant, P. Eng. Consultant Project Manager

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
▪ Notice of study commencement ▪ Problem or opportunity statement ▪ Public Information Centre #1	▪ Inventory natural, social and economic existing conditions ▪ Identify and evaluate alternative planning solutions ▪ Identify preferred planning solution ▪ Public Information Centre #2	▪ Inventory natural, social and economic existing conditions ▪ Identify and evaluate alternative design concepts for preferred solution ▪ Identify preferred design concept ▪ Public Information Centre #3	▪ 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	▪ 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

WE ARE HERE

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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

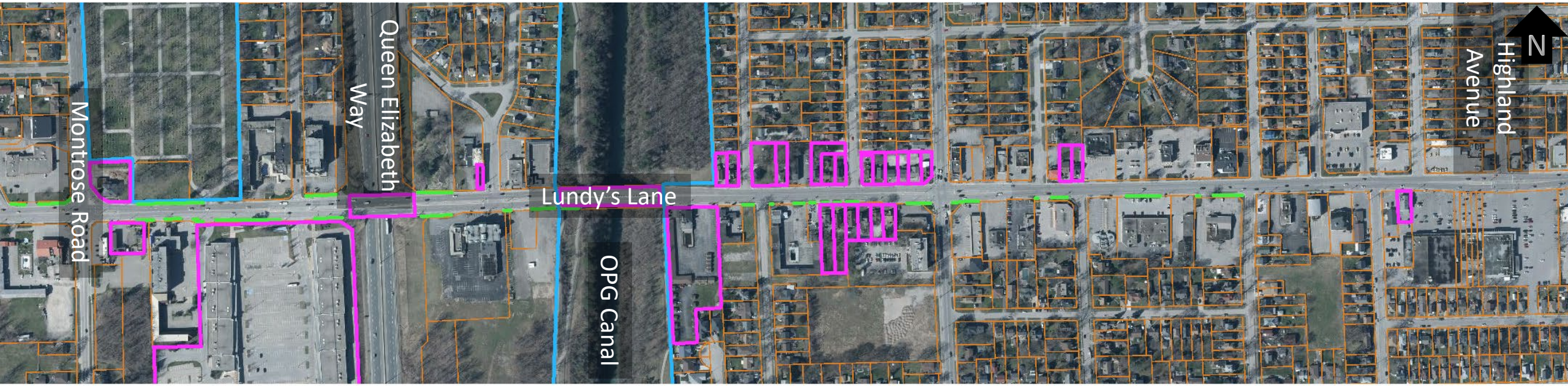
Findings

- 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



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
▪ Vehicular Traffic Demand ▪ Safety ▪ Active Transportation ▪ Transit ▪ Complete Streets	▪ Archaeological ▪ Cultural Heritage	▪ Local and Regional Planning Documents ▪ Supports Local Growth and Development ▪ Access To and From Properties ▪ Private Property Requirements	▪ Capital Costs ▪ Maintenance Costs

Complete Streets and Active Transportation

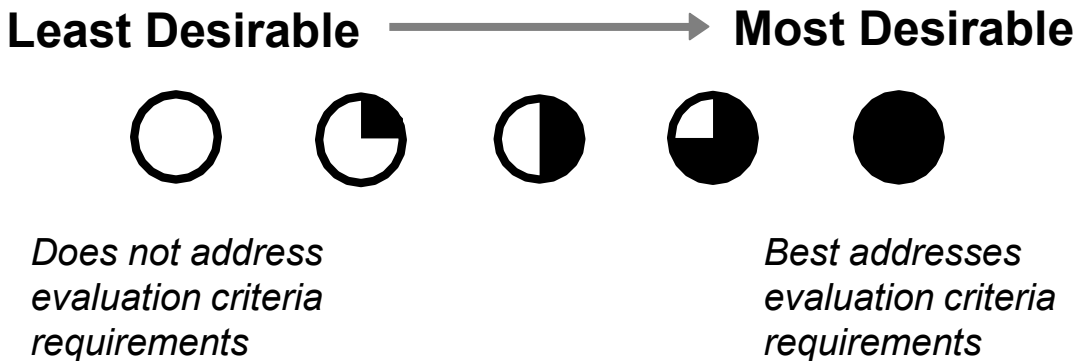
As part of this Environmental Assessment, Complete Streets and Active Transportation were considered as criteria under the Transportation Environment for the study area. These criteria are defined as follows:

- 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			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	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	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	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	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	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	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

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/) or contact one of the following Study Team Members:

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Steve Brant, P. Eng.
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