

**King Street (Regional Road 81)
Rehabilitation Environmental
Assessment**

PIC #3 Summary



BURNSIDE

King Street (Regional Road 81) Rehabilitation Environmental Assessment

PIC #3 Summary

**R.J. Burnside & Associates Limited
292 Speedvale Avenue West Unit 20
Guelph ON N1H 1C4 CANADA**

**April 2025
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Niagara Region
April 2025

Distribution List

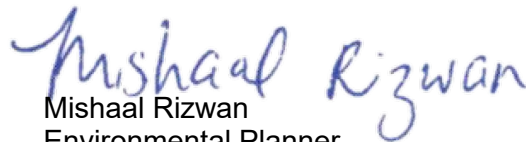
No. of Hard Copies	PDF	Email	Organization Name
0	Yes	Yes	Niagara Region

Record of Revisions

Revision	Date	Description
0	April 24, 2025	Submission to Niagara Region
1		

R.J. Burnside & Associates Limited

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Niagara Region
April 2025

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Attachments

Attachment A Notice of PIC #3

Attachment B PIC #3 Display Boards

Niagara Region
April 2025

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April 2025

1.0 Introduction and Background

Niagara Region (Region) has initiated a Municipal Class Environmental Assessment (MCEA) Study to evaluate alternatives for rehabilitation of King Street (RR 81) between Twenty Third Street and Nineteenth Street in the Town of Lincoln. The project reviewed road rehabilitation options including the provision of active transportation facilities and options for the failing retaining wall.

2.0 Method of Notification

The Notice of Public Information Centre (PIC) #3 was advertised in Niagara This Week and News Now on the weeks of February 17 and February 24, 2025.

A distribution list for property owners with direct access through King Street was prepared and used for the mail out. Property owners identified on this list were mailed the Notice of PIC #3.

The Notice was emailed to agencies and municipalities. Indigenous Communities with a potential interest in the study are being engaged as part of the MCEA process. A copy of the advertisements is provided in Attachment A.

3.0 Public Meeting Format

PIC #3 was hosted at Lincoln Fire and Rescue Emergency Station 4 on March 5, 2025, from 5:00 PM - 7:00 PM. The PIC included a presentation at 5:30 PM to provide an update on the progress of the project and was followed by a question period. The remaining duration of the PIC was held in an open house format whereby attendees could review the display boards and ask questions of the study team. A copy of the display boards is provided in Attachment B.

45 attendees signed-in for the PIC. All comments received to the study team, including during the question-and-answer period following the presentation at the PIC, are summarized in Section 4.0 along with study team responses.

Several opportunities to provide feedback were provided during the PIC #3 comment period. These included:

- Comment sheets in-person at the PIC
- Online comment sheets were made available on the project website (<https://niagararegion.ca/projects/regional-road-81-rehabilitation/>)
- Staff email address

The PIC #3 comment period was from March 5, 2025, to March 24, 2025.

Niagara Region
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4.0 Summary of MCEA Comments Received and Study Team Responses

Comments Received	Study Team Responses
Does the grading need to be so gradual next to the retaining walls if there are guide rails?	The grading is based on slope stability in the corridor which was determined through technical studies.
This particular section of King Street is one of the most beautiful drives in all of Lincoln. Please do your best to preserve as much as you can. I think the proposed preferred alternative is the best option given the limited amount of land that needs to be carved out on the south side of the road.	The detailed design stage will provide consideration of design elements to preserve the character of the corridor.
I would prefer a narrower multi-use path to minimize impacts to the character of the road	The width of the multi-use path was determined based on stakeholder feedback to improve the comfort of users. A narrower multi-use path was initially presented at previous PICs and comments were received indicating preference for a wider and more separated solution for trail users.
When will construction begin?	Following completion of the Environmental Study Report (ESR) for the Municipal Class Environmental Assessment, the ESR will be posted for a 30-day review period. Following this period, the Region will be able to proceed to detailed design. The timing of construction is subject to Niagara Region Council budget allocation.
Are any barriers between the multi-use path and the road proposed?	Yes, some locations include proposed guiderail to address roadside safety and also provide separation between the road and the multi-use path.
What does a Type B Pedestrian Crossover (PXO) include and how does it differ from a stop sign?	A Type B PXO will include flashing lights that are operated by a push button for those using the multi-use path. This type of PXO would also include painted pavement markings along the road crossing. Please note that a photo of a Niagara Region PXO is included on PIC3 slide 15 (Attachment B).
Will there be any impacts to the tree canopy?	The addition of the multi-use path will require widening of the road platform which will likely involve vegetation removal. A tree preservation plan will be completed during the detailed design stage to document tree protection and replacement.
Will there be any wildlife crossing, have any natural heritage studies been completed?	A terrestrial and aquatic habitat assessment were completed as part of the Municipal Class Environmental Assessment. No wildlife crossings are currently proposed.

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April 2025

Comments Received	Study Team Responses
Is there phasing?	Staging will be determined at the detailed design phase.
Is lighting being added to the corridor?	Lighting will be determined at detailed design. Lighting was not in the scope of the Municipal Class Environmental Assessment.
Is the cost increase significant?	The cost increase for the updated preferred alternative is marginal when considering the larger budget. The retaining walls which require replacement are a large component of the budget for the project.
Will the cost for this project increase property taxes for residents?	No, this project will not use property taxes. The project will be covered by development charges.
How will the multi-use path direct cyclists off of the road?	The multi-use path to the west of the study area will tie-in to the multi-use path proposed. Cyclists travelling from the east end of the study area will have to decide access to the path from the Nineteenth Street intersection.
What consideration is given to pedestrian safety when sharing the multi-use path with cyclists?	The detail design will consider markings and signage to manage flows and reduce the risk of collision between pedestrians and cyclists with the multi-use path.
Has any consideration been given to reduce the speed limit?	No change is proposed to the speed limit which is currently 50km/hr.

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April 2025

5.0 Next Steps

The project webpage will continue to be maintained and updated with additional information as the MCEA progresses.

The Environmental Study Report (ESR) will be prepared and circulated to agencies and Indigenous Communities who have requested a copy for review. After filing the Notice of Study Completion, the ESR will be circulated to all parties on the Project Contact List and posted on the project webpage for the 30-day public review period.



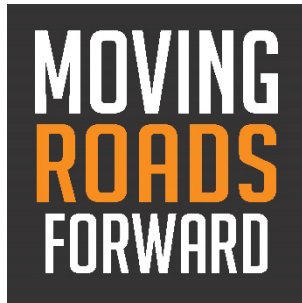
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Attachment A

Notice of PIC #3



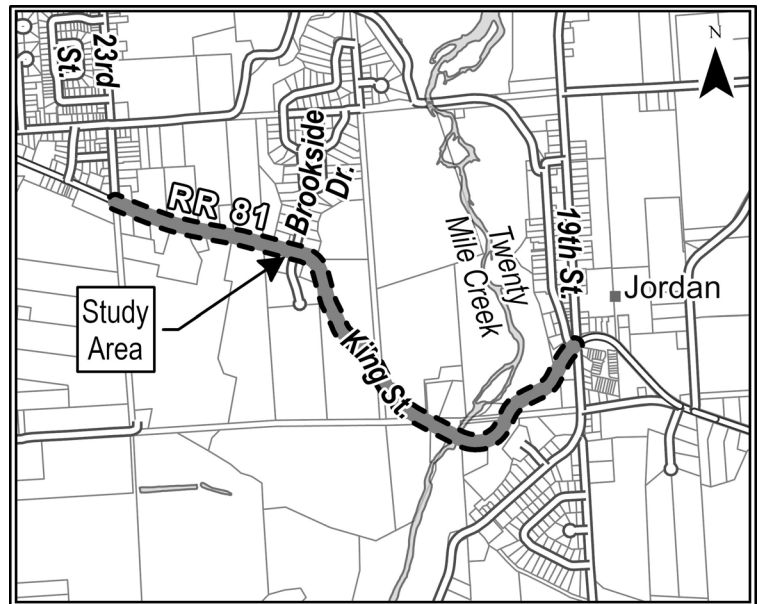
Notice of Public Information Centre No.3

King Street (Regional Road 81) Rehabilitation between Nineteenth Street and Twenty-Third Street in the Town of Lincoln

Municipal Class Environmental Assessment

The Study

Niagara Region is undertaking a Municipal Class Environmental Assessment Study (the Study) for improvements to King Street (Regional Road 81) in Lincoln to allow for active transportation and improve traffic safety, as well as develop solutions for the failing retaining wall along the corridor. The project will extend approximately two kilometers, from Nineteenth Street to Twenty Third Street between the communities of Jordan and Vineland. The site location and approximate Study Area are shown on the study area map.



The Study Process

This Study started as a Schedule B project under the Municipal Class Environmental Assessment process (the Process), which is approved under the *Ontario Environmental Assessment Act*. However, following evaluation of the options and review of the choice of schedule, it was decided to elevate the Study to follow Schedule C of the MCEA process (Municipal Engineers Association, as amended 2024).

When the Study is complete, an Environmental Study Report will document the planning and decision-making followed during the Process and be available for a 30-day public review period. A Notice of Study Completion will be issued at that stage.

You Are Invited to Participate!

Niagara Region is hosting the third Public Information Centre planned for this Study. Public engagement is a key part of the Process. Niagara Region encourages the public, agencies, Indigenous Communities, and other interested persons to actively participate in the Study process by reviewing information, providing comments, and/or attending consultation opportunities.

Public Information Centre No.3 will present the evaluation and recommended alternative design solution. The Public Information Centre will be held **in person** in a 'drop-in'

format with materials about the study displayed and members of the study team on hand to answer questions. There will be a presentation starting at **5:30 pm** to provide an overview of the project.

Public Information Centre No.3

Date: Wednesday March 5, 2025

Time: 5 p.m. - 7 p.m. *Presentation at 5:30 pm*

Location: Lincoln Fire Rescue & Emergency Services Station 4

Address: 3763 Nineteenth St, Jordan Station ON L0R 1S0

(Note: Please park in the Town's public lot on the north side and keep clear of the Fire Hall parking lot)

For more information, visit the project webpage: niagararegion.ca/projects/regional-road-81-rehabilitation.

Stay Connected!

To share your comments, request additional information about this Study, or to be added to the project contact list to receive future notices, contact one of the following Project Team members:

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Niagara Region

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Any personal information submitted will be collected, used and disclosed, where applicable, by members of Regional staff according to the **Municipal Freedom of Information and Protection of Privacy Act**. Any information you share will only be used for the intended purpose for which it was provided. For questions or comments about privacy practices, or for more information about the administration of the **Municipal Freedom of Information and Protection of Privacy Act** in Niagara Region programs see niagararegion.ca/government/foi.

If you require any accommodations for a disability 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 in the newspaper during the week of Feb. 17, 2025.



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Attachment B

PIC #3 Display Boards

Attachment B

Welcome to Public Information Centre #3

Municipal Class Environmental Assessment
King Street (Regional Road 81) Rehabilitation

Lincoln Fire Rescue & Emergency Services
Station 4

March 5, 2025
5:00 pm – 7:00 pm
Presentation at 5:30 pm

Welcome to Public Information Centre #3 for the King Street (Regional Road 81) Rehabilitation Municipal Class Environmental Assessment



Please sign in at the first table and provide your email if you would like to be notified about the project.



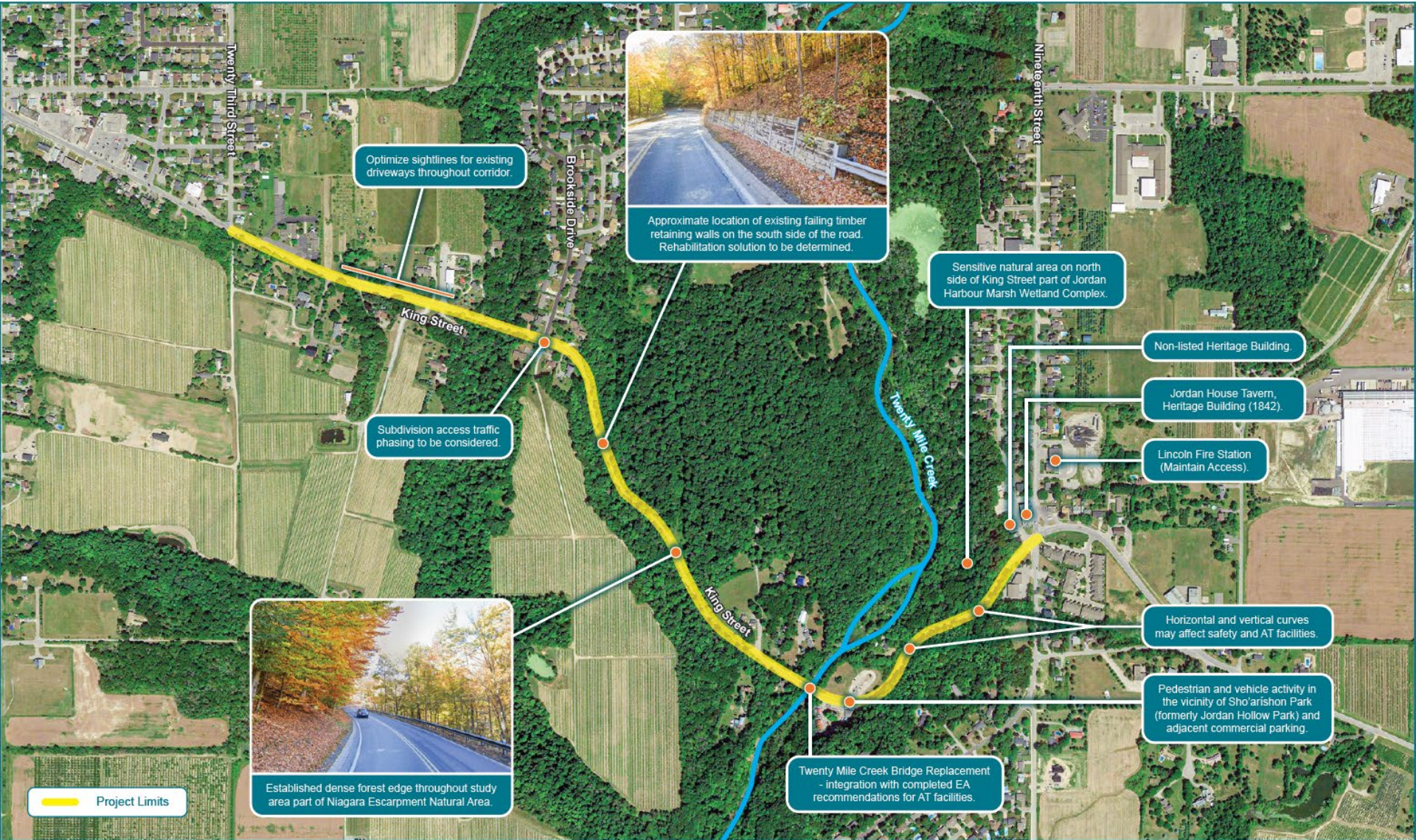
Review the display materials
Presentation at 5:30 pm



Meet with Study Team Members



Please fill out a comment sheet and return it to the comment box or email your comments by March 26th.



Project Study Area

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Project Opportunity Statement

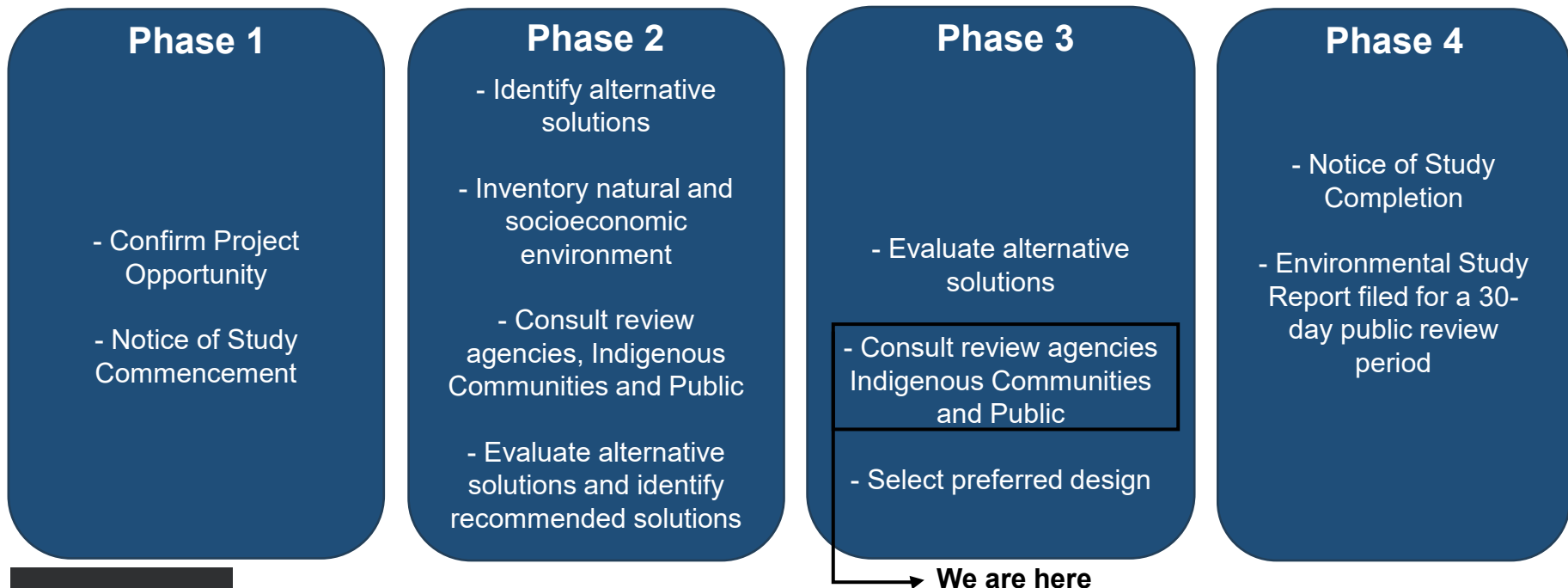
- Improvements to sections of the timber retaining wall are required to strengthen and stabilize the slope.
- The project will tie the proposed facilities in Jordan to Sho'aríshon Park (formerly known as Jordan Hollow Park), nearby businesses and residences, the multi-use path on the new Twenty Mile Creek bridge, and to the community of Vineland.
- The corridor is currently a gap in the Bikeways Master Plan and is identified in the Strategic Cycling Plan.

Supporting Studies Completed

- Transportation Needs and Opportunities Report
- Stage 1 Archaeological Assessment
- Cultural Heritage Screening Report
- Aquatic Assessment
- Terrestrial Natural Heritage Assessment
- Stormwater Management and Drainage Assessment
- Retaining Wall Assessment

Municipal Class Environmental Assessment Process (2023)

The Study is being carried out in accordance with the planning and design process for Schedule C projects as outlined in the 2023 Municipal Class Environmental Assessment, which is approved under the **Ontario Environmental Assessment Act**. Upon completion of the Study, an Environmental Study Report (ESR) will be prepared and made available for public review and comment.



Municipal Class Environmental Assessment Process

- An updated cost estimate was prepared with the geotechnical information received
- The updated cost estimate shows the preliminary preferred alternative exceeds the cost threshold for a Schedule B project
- The project will proceed as a Schedule C MCEA
- Upon completion of the Study, an Environmental Study Report (ESR) will be prepared and made available for public review and comment.

PIC#2 Recap: What we heard

Residents commented on the following themes:

- **Aesthetics**

- Residents expressed an interest in maintaining the visual appeal of the corridor with the design choices used for construction
- The Study Team will include this in the Environmental Study Area for the Detailed Design stage

- **Safety concerns**

- Residents expressed concerns about the lack of separation between pedestrians and cyclists within the multi-use path (MUP). There was a desire for an option that allowed separation where possible.
- Residents were concerned about crossing the road at the Pedestrian Crossover (PXO) and noted they would prefer the active transportation facility remained on one side of the road
- Although feedback was overall positive, based on the above comments, the study team re-examined the Alternative Solutions.

Updates & Changes Made Since PIC2

Based on input we received at PIC#2, we re-evaluated all three alternatives.

- **Alternative Solution Evaluation** – the Preferred Solution has been updated to Alternative A, which maintains the multi-use path continuously on the north side of the corridor. This removes the need for pedestrians and cyclists to cross at the PXO location.
- **Keep the Pedestrian Cross Over (PXO)** – The PXO will be kept in the design to facilitate access to Sho'aríshon Park. It has been noted by residents that a crossing is needed at this location.
- **Widened Multi Use Path (MUP)** – the MUP will generally be a minimum width of 3.5 m up to 4 m where feasible
- **Separate the MUP** – During the Detailed Design, the team will seek to increase buffer space and maximize separation of the MUP from the roadway on the segment from Sho'aríshon Park (formerly known as Jordan Hollow Park) to halfway up the hill westbound

Evaluation Criteria



Natural

- Vegetation, trees, designated natural features
- Significant Wildlife Habitat
- Aquatic Habitat
- Species at Risk
- Water Resources and Drainage
- Climate change and Resilience



Technical

- Speed management
- Traffic Safety
- Design Constraints
- Slope Stability
- Constructability



Socio-Economic

- Cultural and Heritage Resources
- Archaeological Resources
- Residential properties & Businesses
- Municipal and Agency Policy
- Corridor Connectivity and User comfort



Financial

- Estimated Capital Costs
- Estimated Operational and Maintenance Costs
- Property acquisition costs

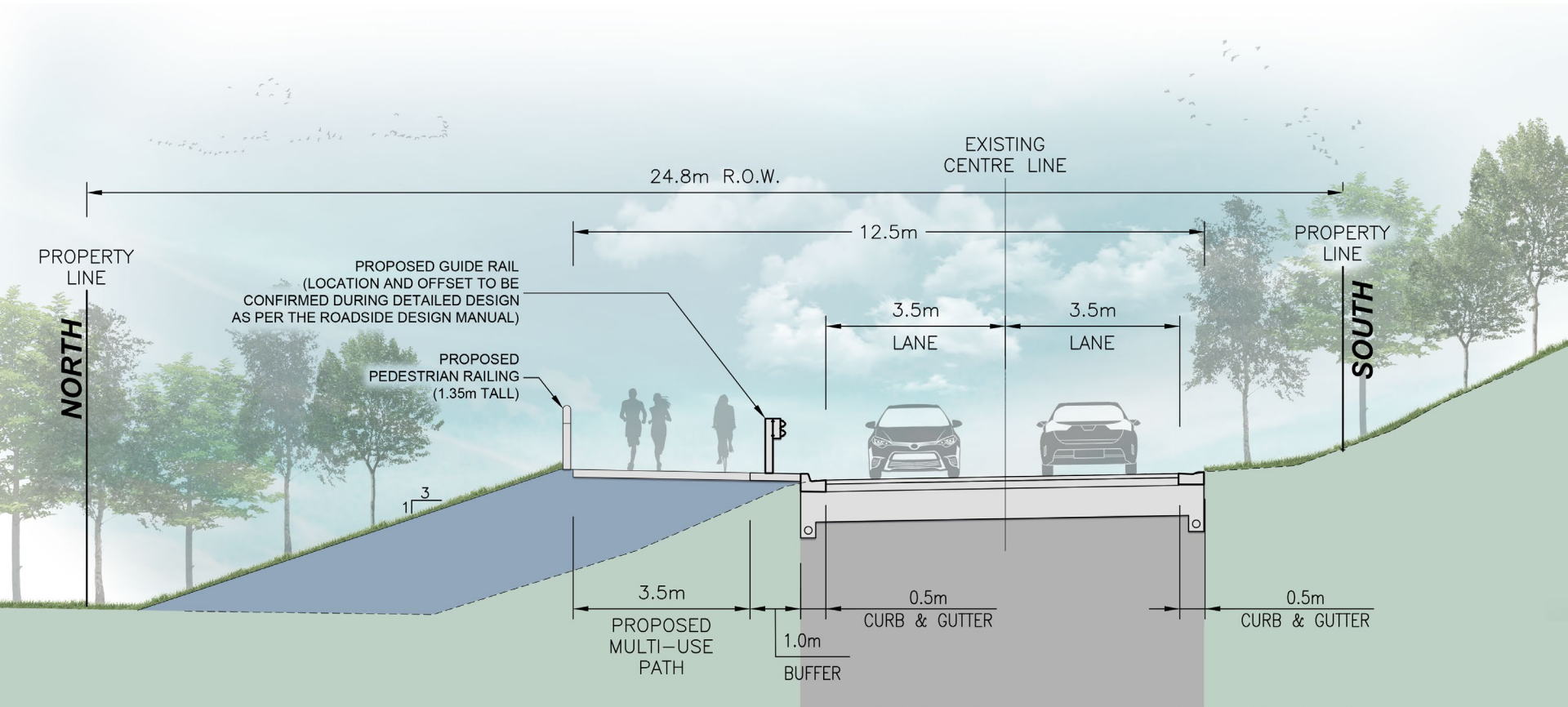
Updated Evaluation of Alternatives

Criteria for Evaluating Alternatives	Do Nothing	Alternative A	Alternative B	Alternative C
Natural Environment	●	◐	◐	◑
Socio-Cultural Environment	◐	◑	◐	◑
Financial Factors	●	◐	◐	◑
Technical Factors	◑	◑	◐	◑
Overall Summary	Not Carried Forward	◑	◐	○

Preferred

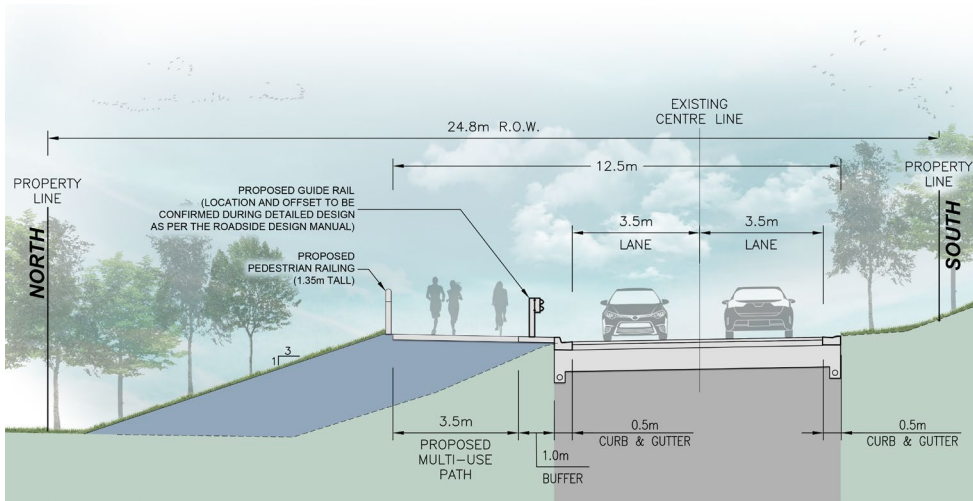
- Lowest negative impacts or greatest benefits
- ◑ Lower negative impacts or greater benefits
- ◐ Moderate negative impacts and benefits
- ◑ Higher negative impacts or lower benefits
- Highest negative impacts or lowest benefits

Alternative A (Preferred)

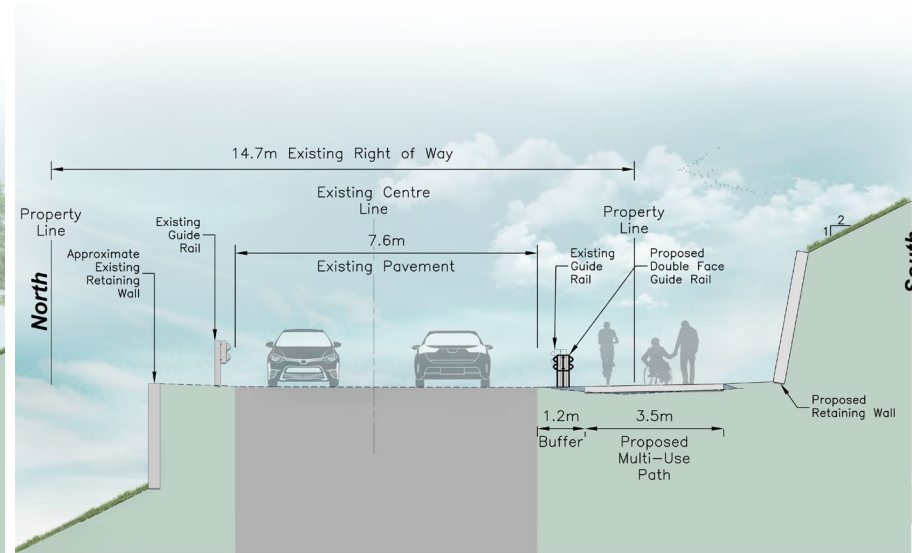


- Multi-use path on North side of road
- Connects to proposed multi-use path on Twenty Mile Creek Bridge
- Minor property acquisition requirements

Alternative B

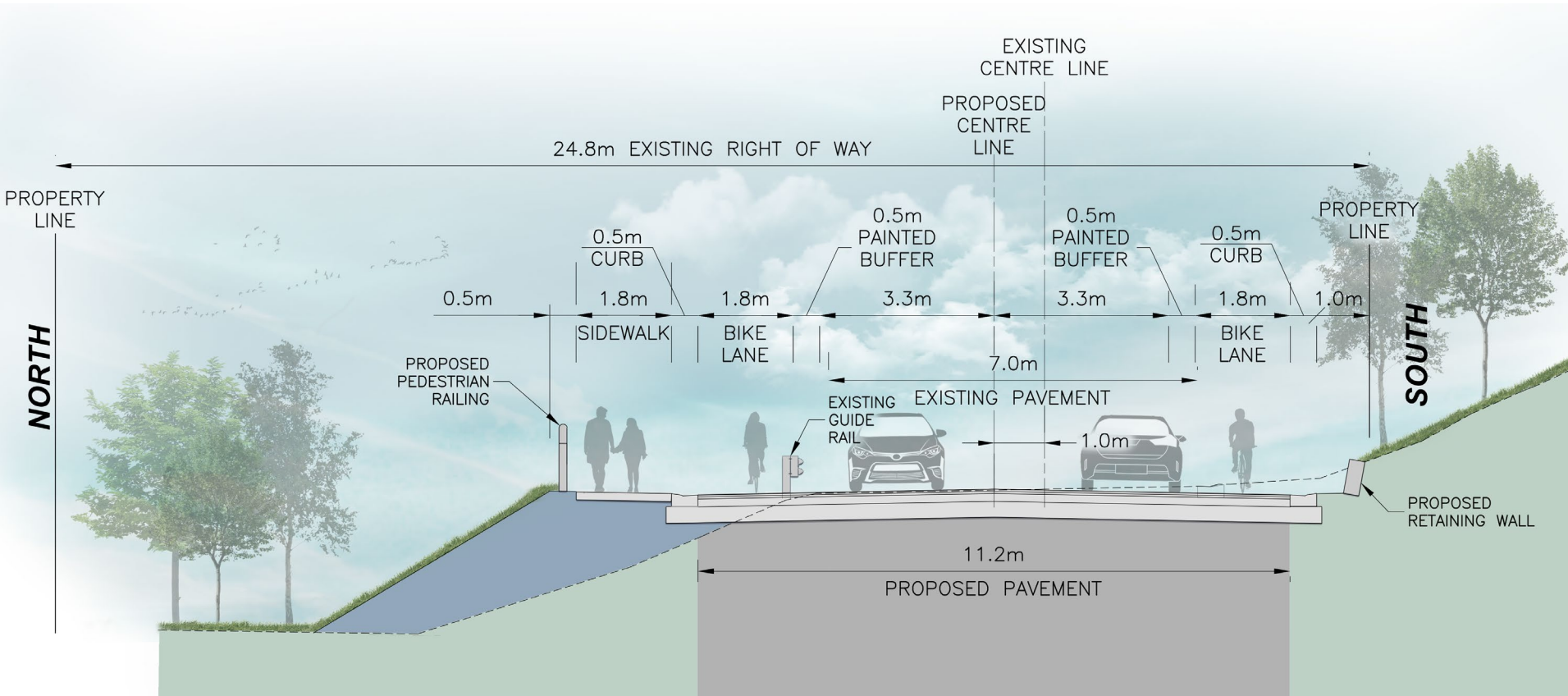


Multi-use path on the north side between Twenty Third Street and Sho'aríshon Park



Multi-use path on the south side between Sho'aríshon Park and Nineteenth Street

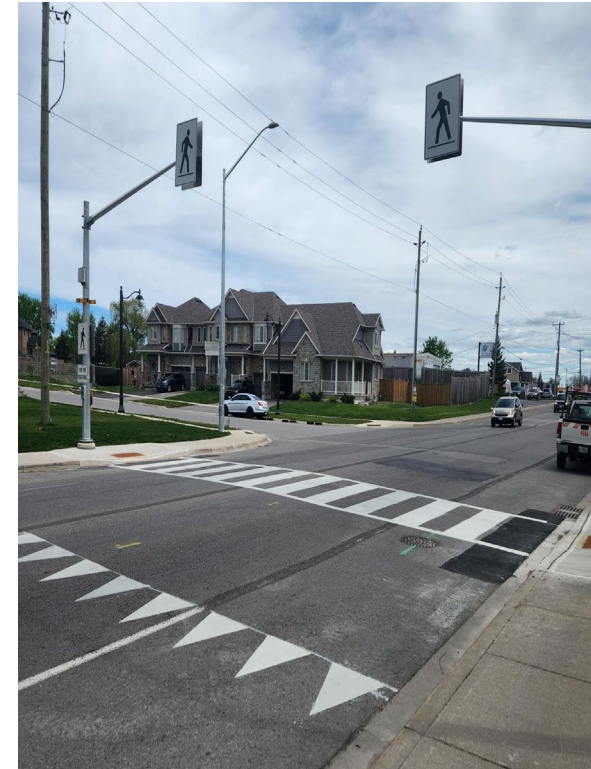
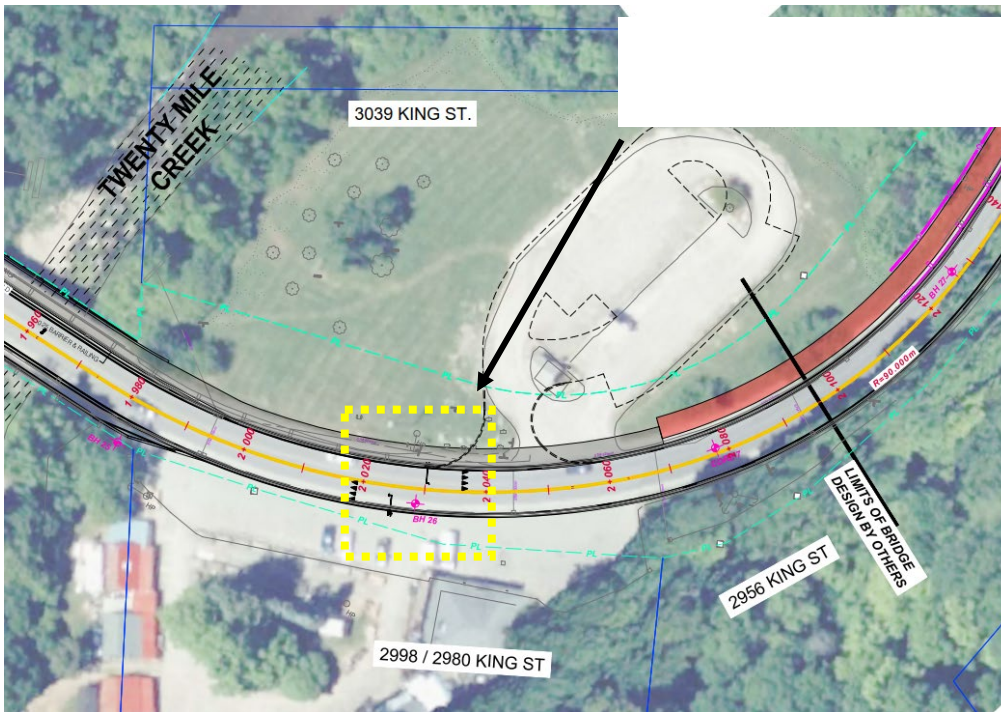
Alternative C



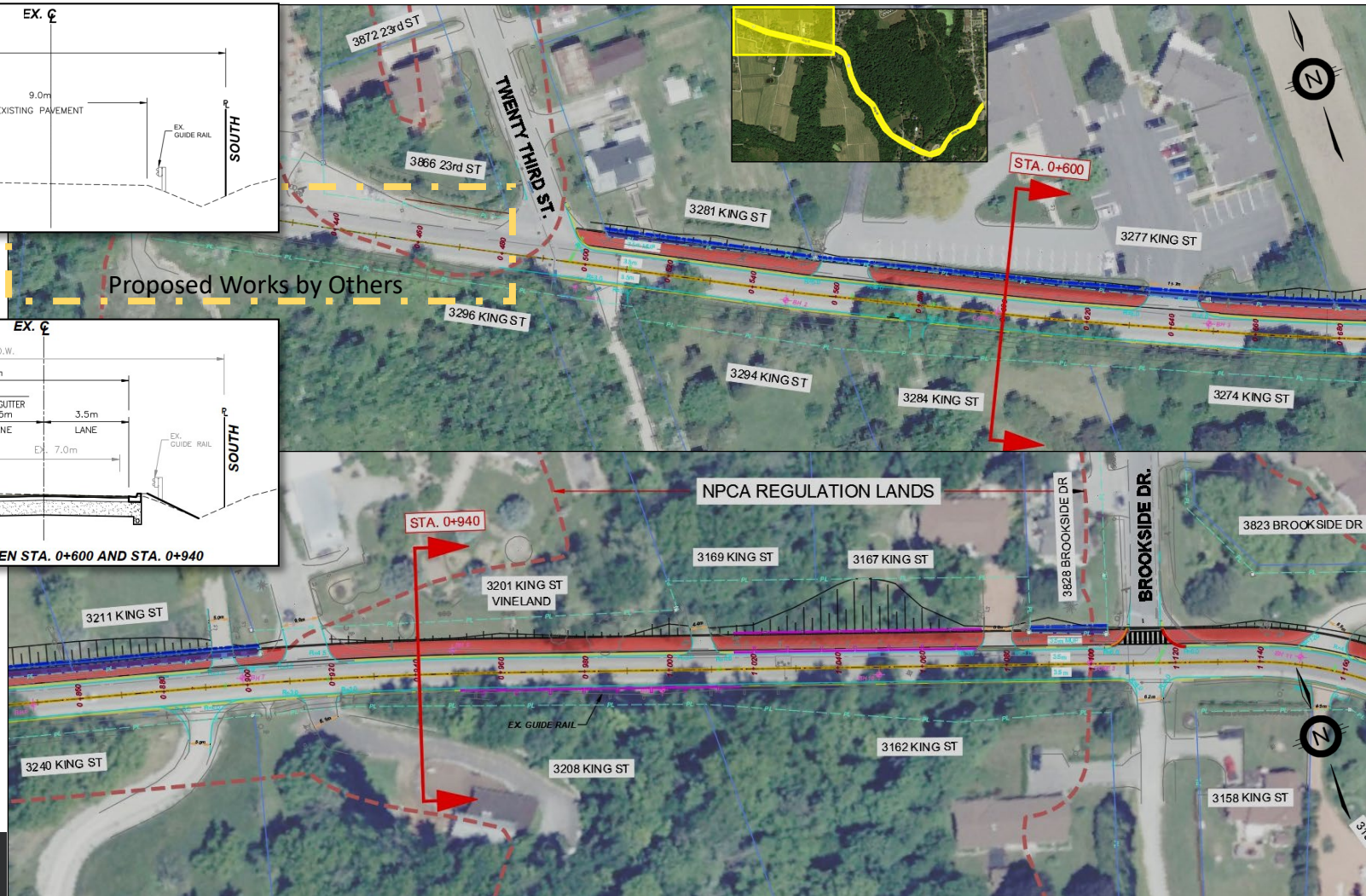
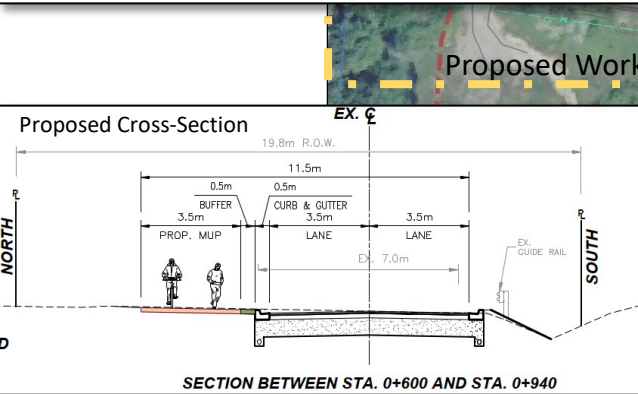
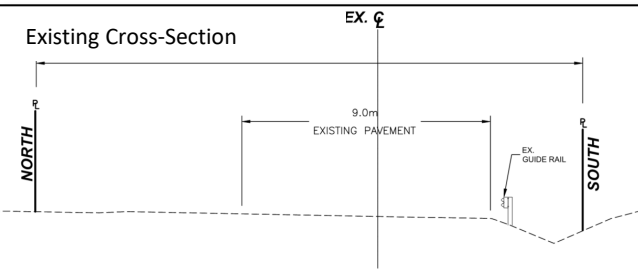
- On-street bike lanes both sides of the road
- Sidewalk on north side of the roadway
- Property acquisition required

Proposed Pedestrian Crossover (PXO)

- A PXO is a controlled crossing treatment for pedestrians
- Aligned with the Vision Zero Initiative, a Level 2 Type B PXO is recommended for this location.
- Level 2 Type B PXO includes regulatory signs, rectangular rapid flashing beacons, and pavement markings.



Preferred Alternative Twenty Third Street to Brookside Drive

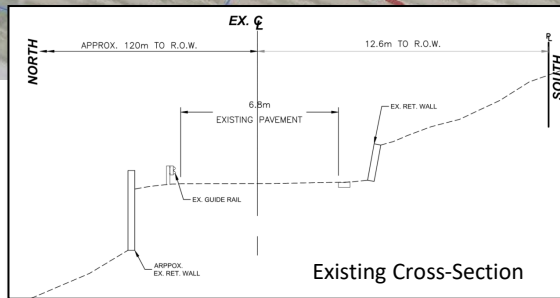
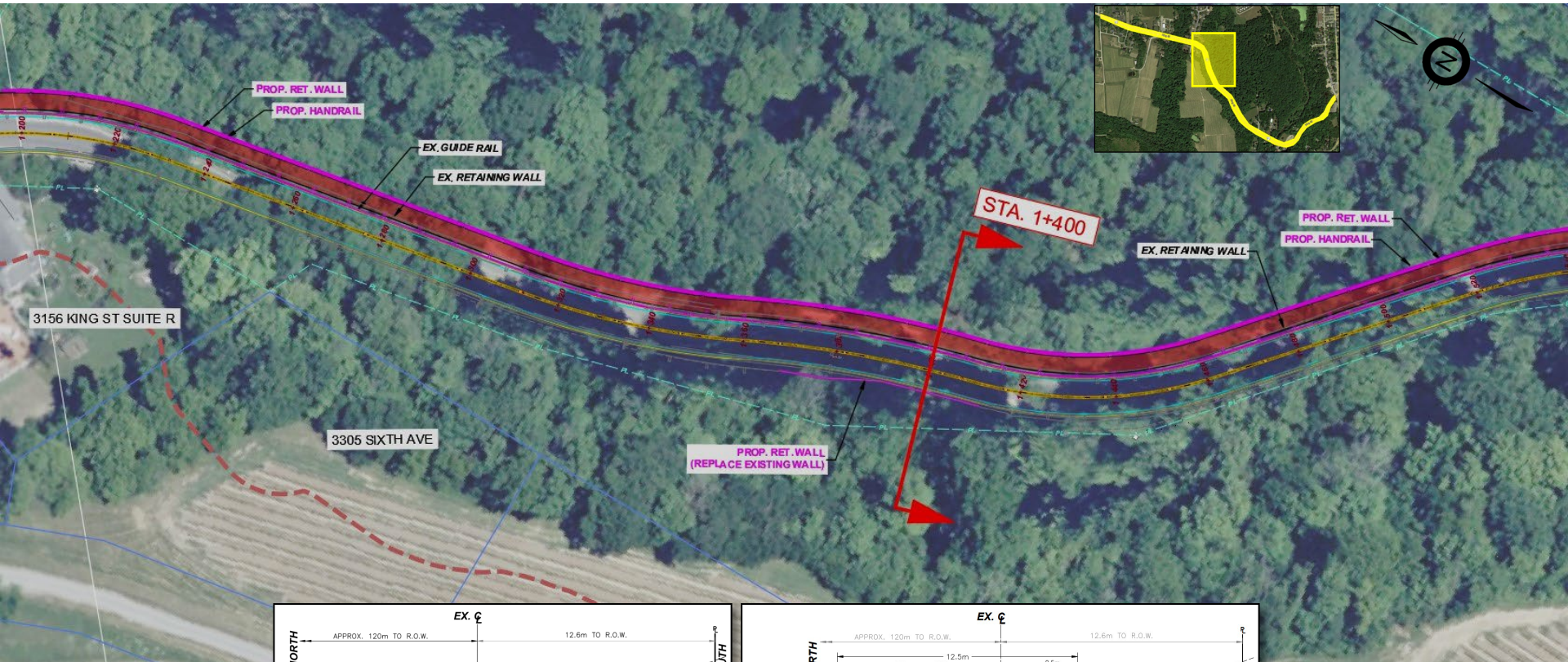


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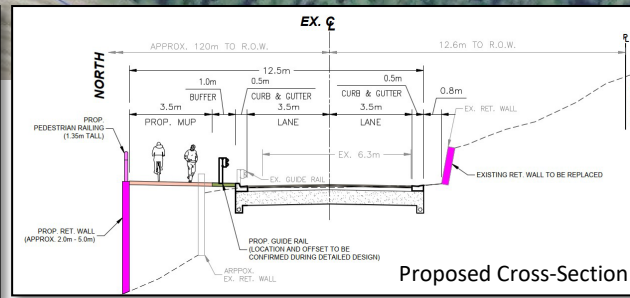
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Preferred Alternative Brookside Drive to Sho'aríshon Park



Existing Cross-Section



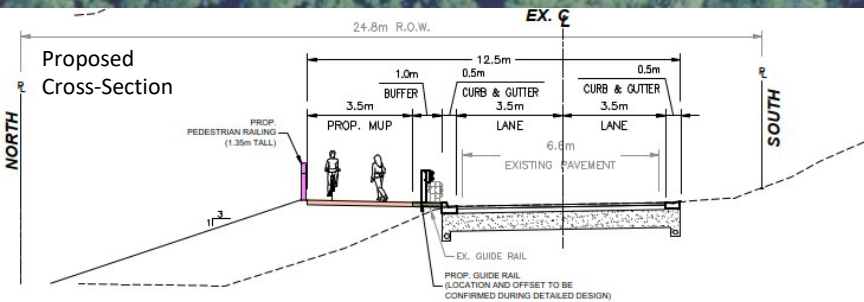
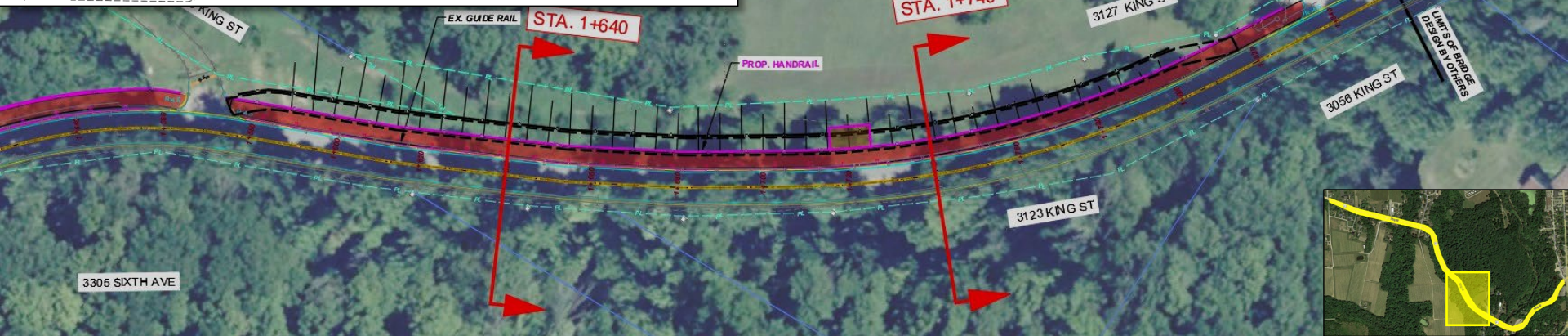
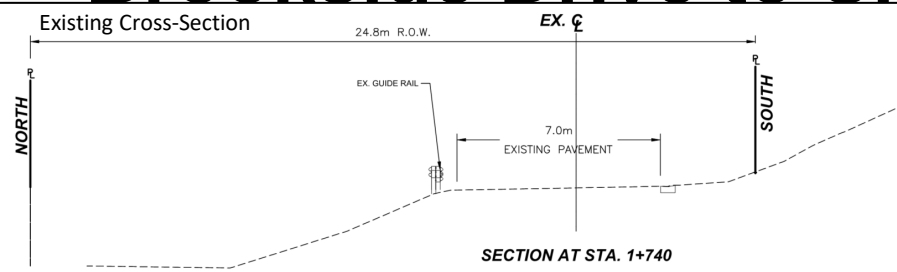
Proposed Cross-Section

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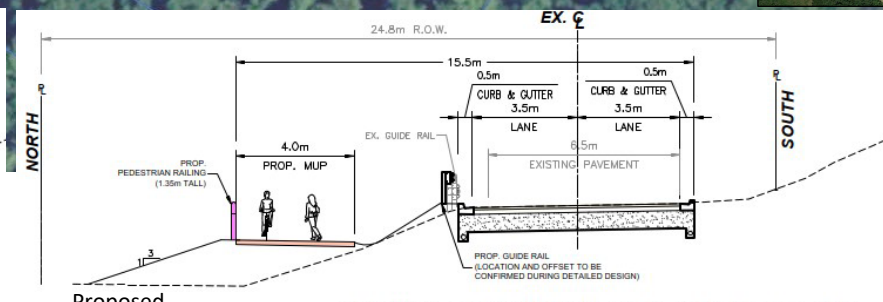
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Preferred Alternative Brookside Drive to Sho'arishon Park



ALTERNATE - 1 SECTION BETWEEN STA. 1+640 AND STA. 1+740



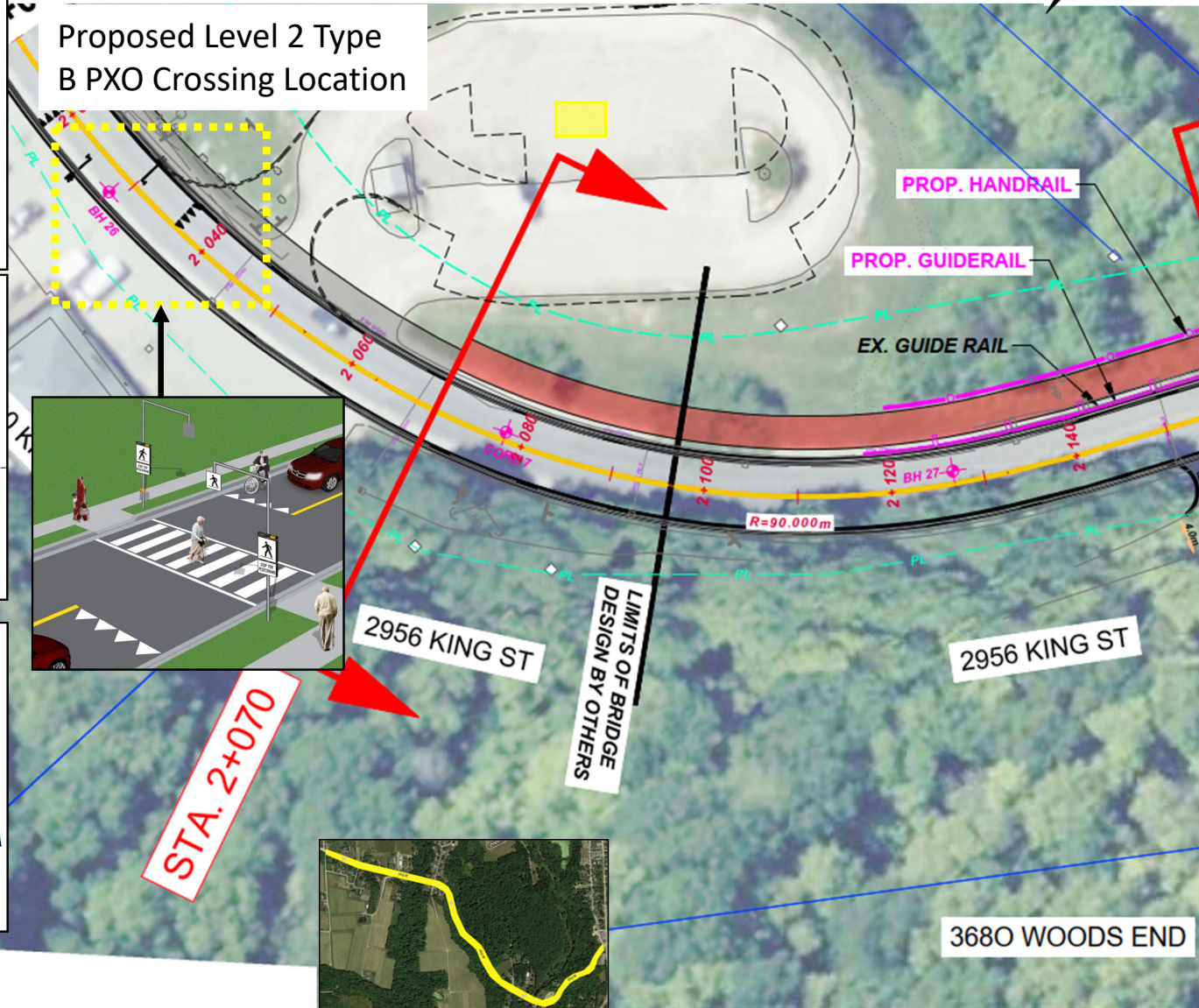
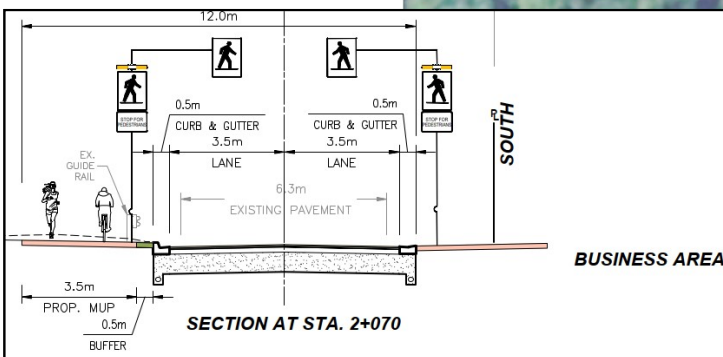
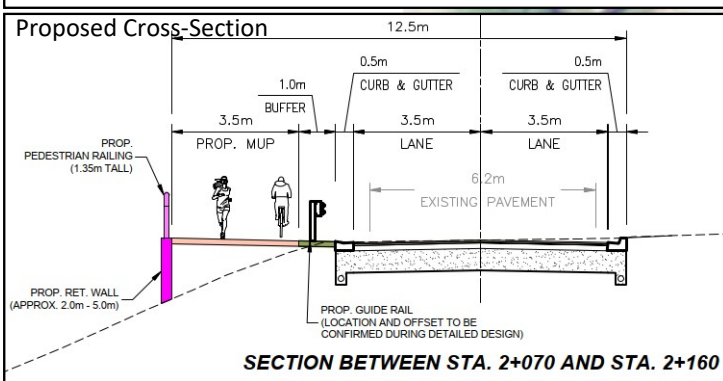
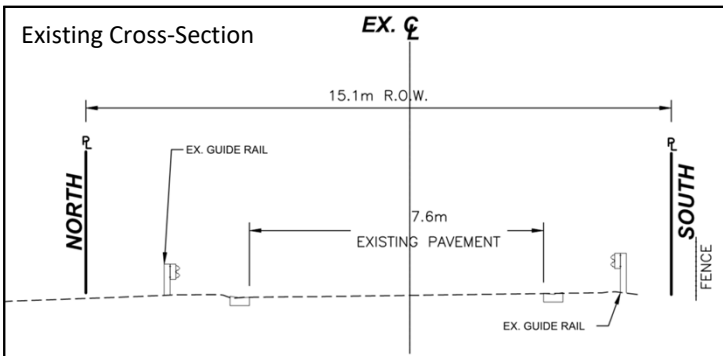
ALTERNATE - 2 SECTION BETWEEN STA. 1+640 AND STA. 1+740

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Preferred Alternative at Sho'aríshon Park

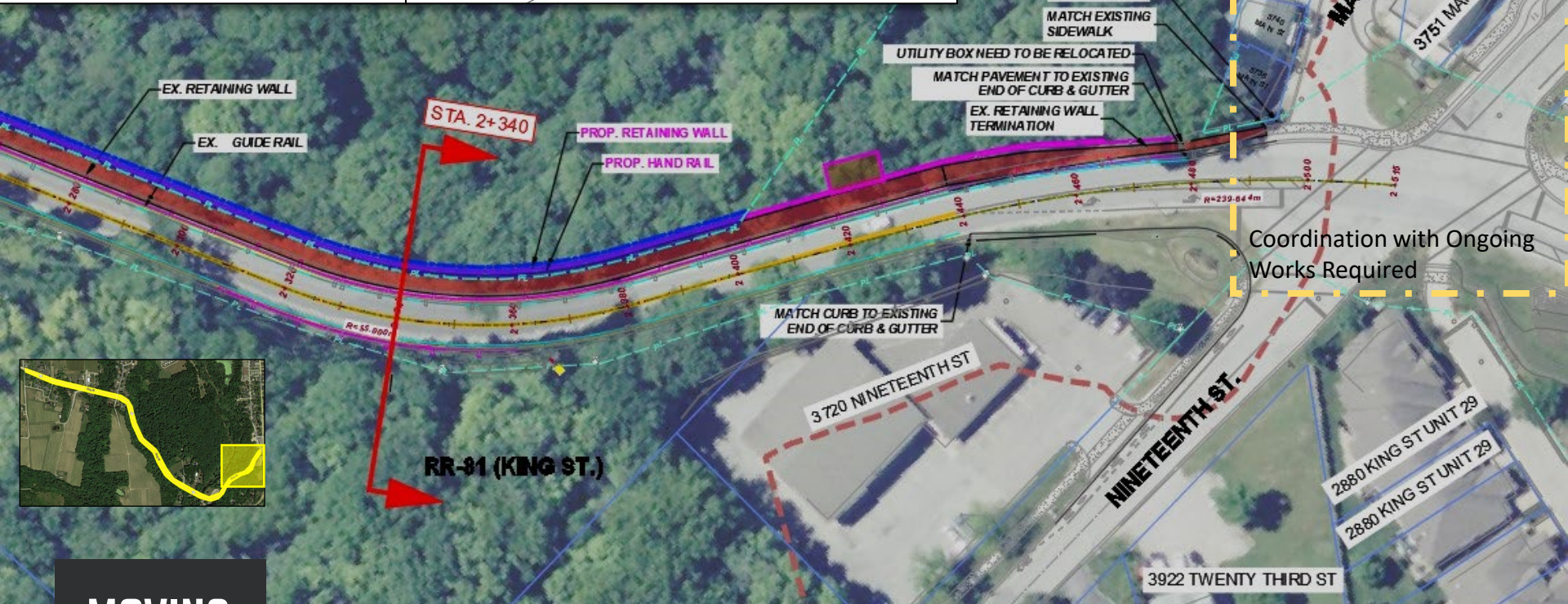
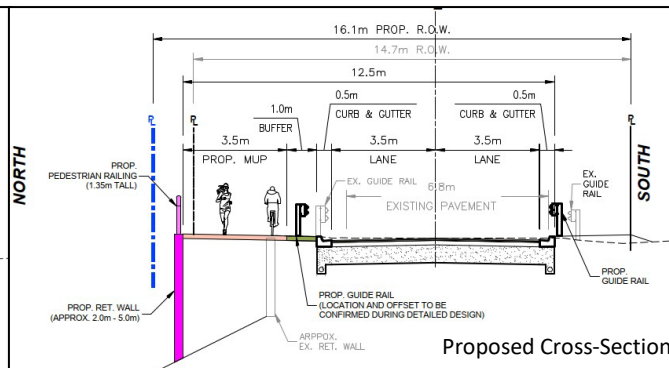
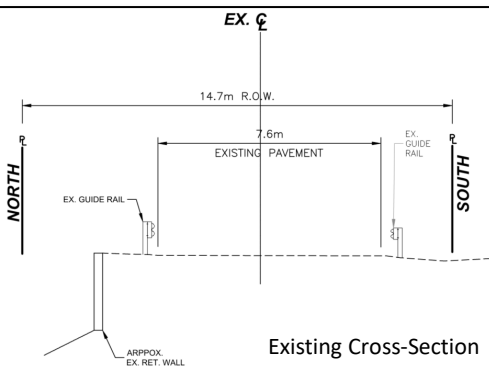


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Preferred Alternative at Nineteenth Street



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Transportation Needs and Opportunities

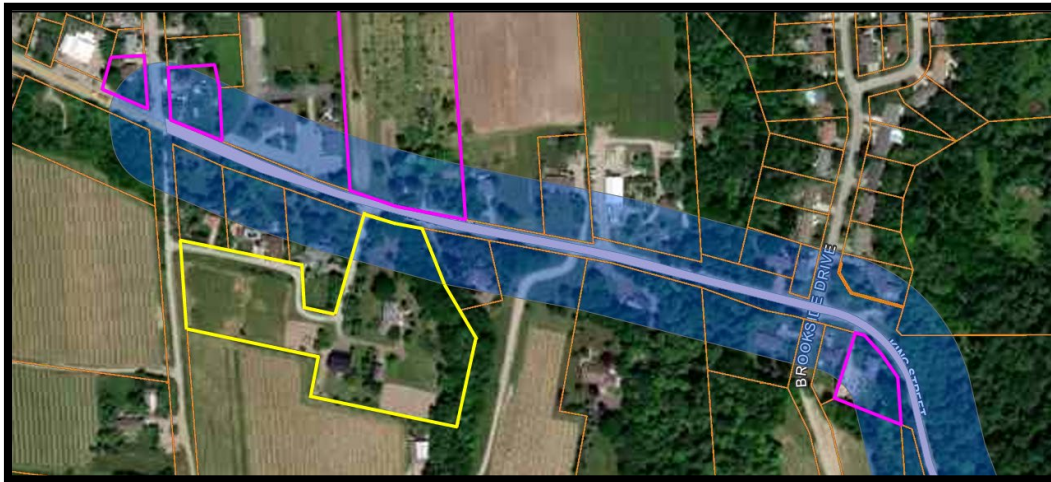
- Current roadway capacity can accommodate the existing and future traffic demand.
- A multi-use path should be considered to accommodate the pedestrians and cyclists along the study corridor and meeting requirements of Niagara Region Complete Streets Manual for 2023 for a Rural Scenic Route
- Sight distance improvements can be made at 3158 and 3156, 3039 King Street (through signage and tree pruning)



3156 King Street looking eastbound on King Street

Cultural Heritage Screening Report

- The Study Area does not contain any Listed or Designated properties, but is adjacent to three (3) Listed properties
- Six (6) properties have been identified as potential heritage value
- The proposed work poses no direct impact to any heritage attributes of Listed properties adjacent to or within 50 m of the Study Area.



- Assessment Parcels
- RoadEdge_50mBuffer
- RoadEdge
- Listed Properties
- Potential Heritage Properties

Stage 1 Archaeological Assessment



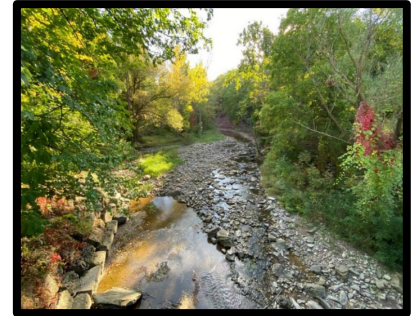
- The portions of the study area identified as retaining archaeological potential (green) are recommended to undergo Stage 2 Archaeological Assessment.
- The portions of the study area identified as disturbed and heavily sloped (red) are not recommended for Stage 2 assessment as they do not possess archaeological potential.
- Stage 2 Archaeological Assessment will be completed prior to construction for lands to be impacted by project

Natural Heritage - Aquatic

- The three watercourse crossings along the Study Area are located in the Twenty Mile Creek Watershed
- Two tributaries were found to provide direct fish habitat
- Habitat may be present for two Species at Risk mussels (Lilliput and Mapleleaf) as well as one fish, (Grass Pickerel)
- Twenty Mile Creek Crossing was previously assessed as part of a previous project
- The Twenty Mile Creek Watershed and associated watercourses are subject to erosion and sedimentation due to urbanization as well as high stormwater flows known to erode and destabilize stream banks



Upstream of CR1



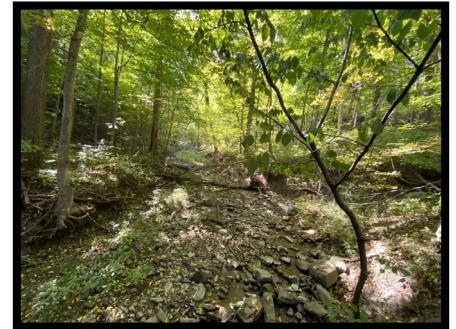
Upstream of CR2



Upstream of CR3

Natural Heritage - Terrestrial

- All forested communities in the Study Area are considered to be Significant Woodlands
- The Valleylands associated with Twenty Mile Creek are considered to be Significant Valleylands
- A desktop review found several Species at Risk with potential habitat within the Study Area
- Two Endangered Butternut trees were noted from previous field work completed by Wood PLC
- Evidence of breeding for two avian species of Special Concern, Barn Swallow and Eastern Wood-pewee



Stormwater Management and Drainage Assessment

- Proposed improvements to RR 81 are anticipated to result in changes to existing runoff conditions.
 - Alternatives A and B will increase the impervious area by a moderate amount
 - Alternative C will increase the impervious area by a slightly greater amount than Alternatives A and B
- Quantity control:
 - Pipe storage is recommended to control proposed storm peak flows to existing flow rates, and Low Impact Development (LID) infiltration features will provide the required 5mm on-site volume storage
- Quality Control:
 - Oil/Grit Separators (OGS's) are proposed to work in a treatment train with the proposed LID infiltration features to provide Enhanced quality control

Scenic Enhancements



- Opportunity for:
 - Rest stops through corridor
 - Decorative retaining walls
 - Bike repair stations

Next Steps

Winter 2025

- PIC #3 – March 5th, 5pm-7pm at Lincoln Fire Rescue & Emergency Station 4
- PIC #3 Comment Period to March 26, 2025

Spring 2025

- Draft Environmental Study Report
- Agency Review of Draft Environmental Study Report
- Preliminary Design Concept for Preferred Solution

Summer 2025

- File Final Environmental Study Report
- Issue Notice of Study Completion
- 30-day Public Review Period

We want to hear from you!

Invitation for Participation

You are invited to join the project contact list and provide comments by completing a comment sheet and submitting it to the comment box today or emailing one of the Project Team members below by March 26, 2025.

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Manager, Transportation Planning
Niagara Region
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Visit the webpage for more details: niagararegion.ca/projects/regional-road-81-rehabilitation/

The display boards will be available on the project webpage after the PIC.

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