

Welcome to Public Information Centre #2

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

**Lincoln Pelham Library
Rittenhouse Branch – Vineland Room**

**May 14, 2024
5:00 pm – 7:00 pm**

**MOVING
ROADS
FORWARD**

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region

Welcome to Public Information Centre #2 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.



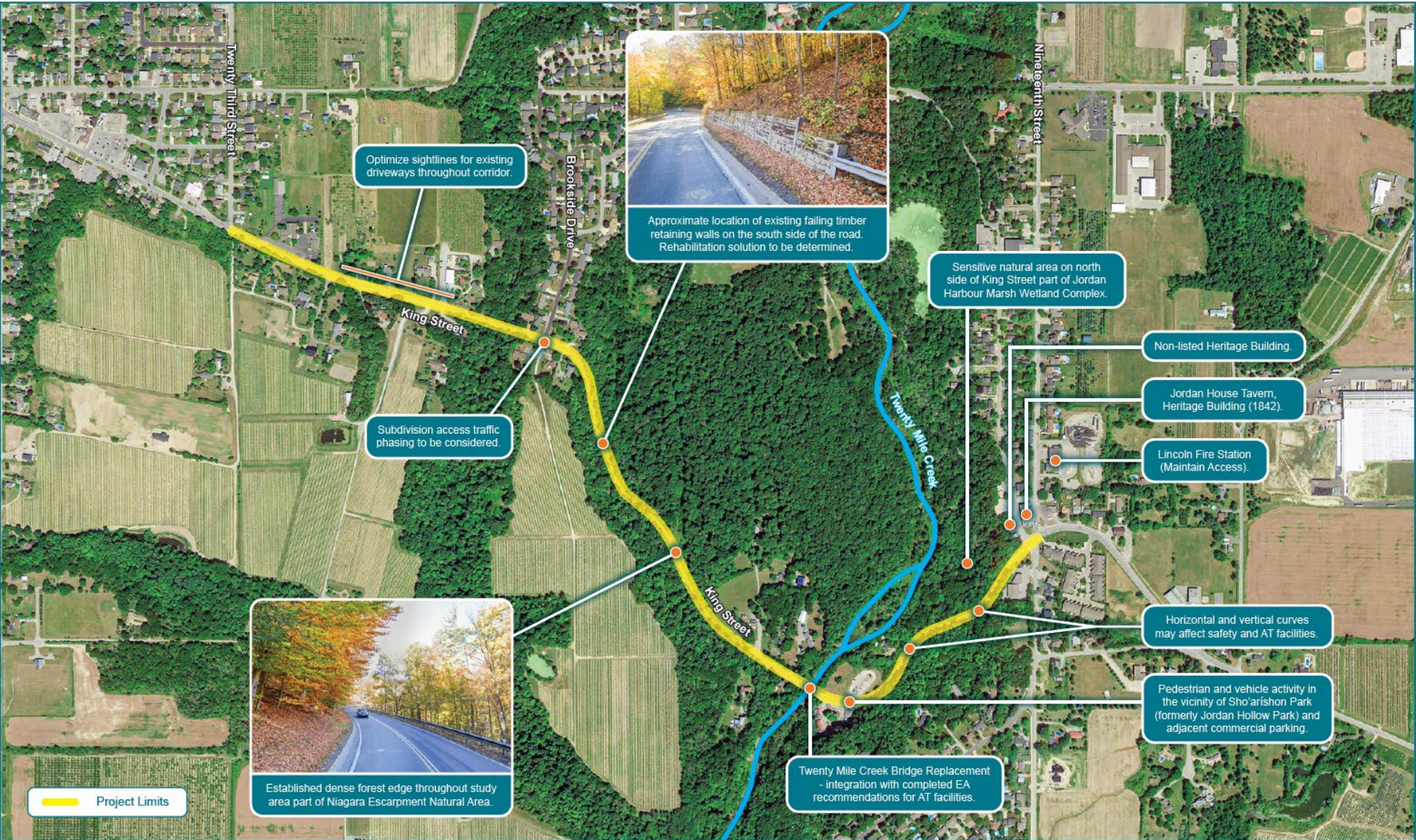
Review the display materials



Meet with Study Team Members



Please fill out a comment sheet and return it to the comment box or email your comments by May 28, 2024.



Project Study Area

**MOVING
ROADS
FORWARD**

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region

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.

Municipal Class Environmental Assessment Process (2023)

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

Phase 1

- Confirm Project Opportunity
- Notice of Study Commencement

Phase 2

- Identify alternative solutions
- Inventory natural and socioeconomic environment
- Consult review agencies, Indigenous Communities and Public
- Evaluate alternative solutions and identify recommended solutions

Phase 3

Spring / Summer 2024

- Evaluate alternative solutions
- Consult review agencies Indigenous Communities and Public
- Select preferred design

→ We are here

Phase 4

Fall 2024

- Notice of Study Completion
- Project File Report filed, 30-day public review period

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

Transportation Needs and Opportunities

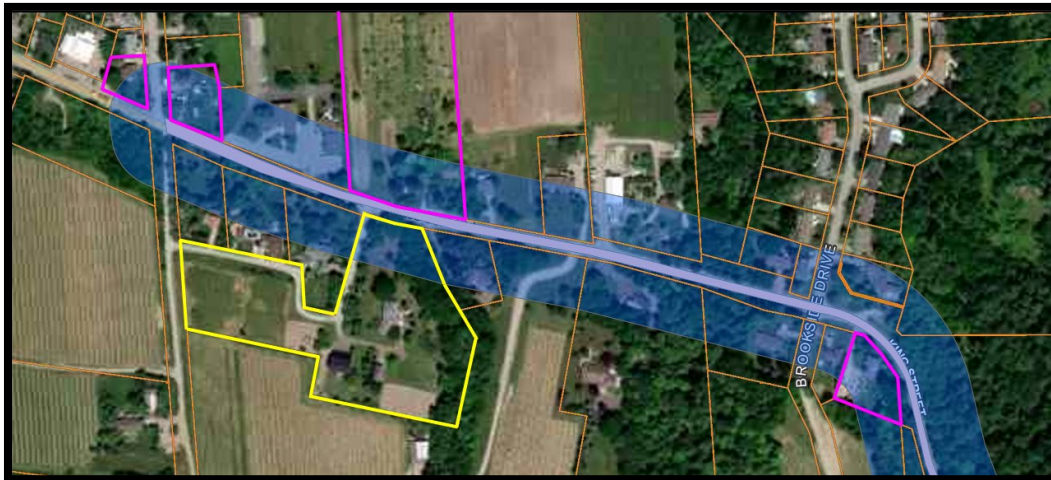
- Current roadway capacity can accommodate the existing and future traffic demand.
- A multi-use path should be considered to accommodate the pedestrians and cyclists along the study corridor and meeting requirements of Niagara Region Complete Streets Manual for 2023 for a Rural Scenic Route
- Sight 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

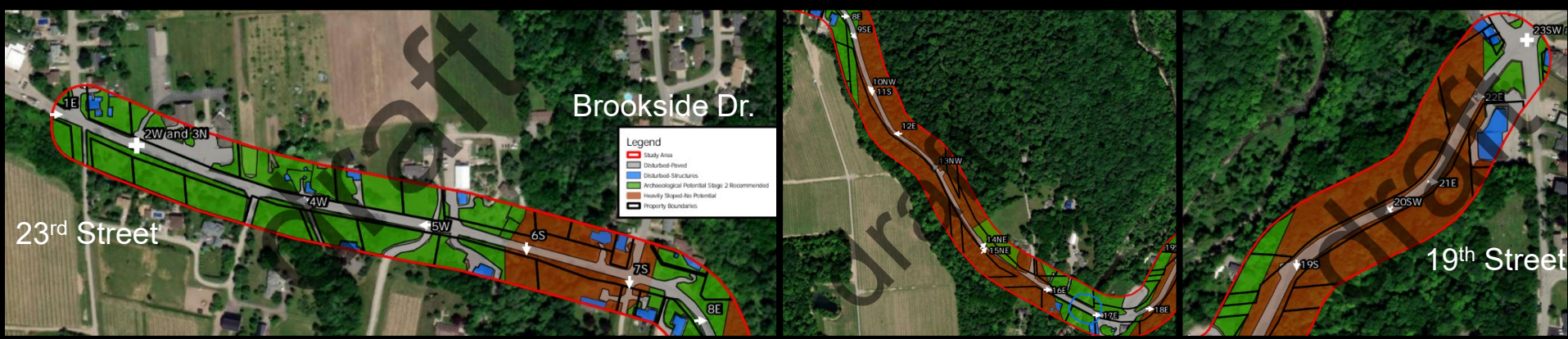
Cultural Heritage Screening Report

- 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



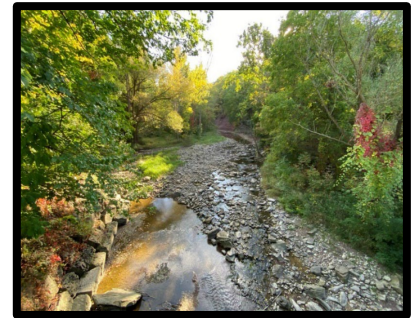
- The portions of the study area identified as retaining archaeological potential (green) are recommended to undergo Stage 2 Archaeological Assessment.
- The portions of the study area identified as disturbed and heavily sloped (red) are not recommended for Stage 2 assessment as they do not possess archaeological 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



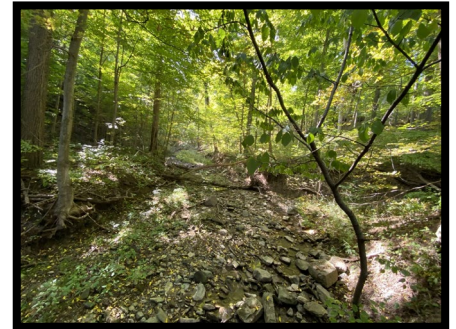
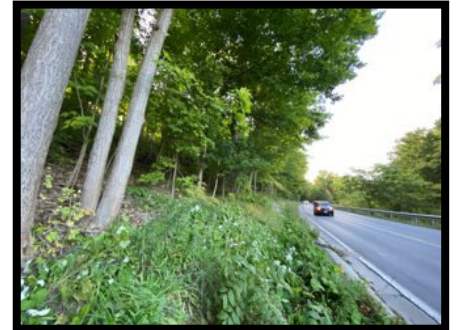
Upstream of CR2



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

PIC#1 Recap: What we heard

Resident commented on the following themes:

- **Safety concerns**

- The Study Team is considering methods to improve safety in the corridor for pedestrians and cyclists through the alternatives.
- Safety precautions will be considered based on the preferred alternative to be determined by the evaluation of alternative solutions. Options such as lighting and barriers may be considered.

- **Cost Estimates**

- Preliminary estimates were developed for each alternative and were considered as part of the evaluation of alternatives.

- **Impacts to wildlife**

- Impacts to wildlife were considered in the evaluation of alternatives and appropriate mitigation measures will be included in the final report.

- **Lack of lighting along corridor**

- Lighting will be considered through the results of a photometric analysis and summarized in an Illumination Memorandum.

- **PIC location**

- The library was selected for the location of PIC#2 to be closer to the Study Area

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

Evaluation of Alternative Design Concepts

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	◐	◑	○

- 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

Preferred

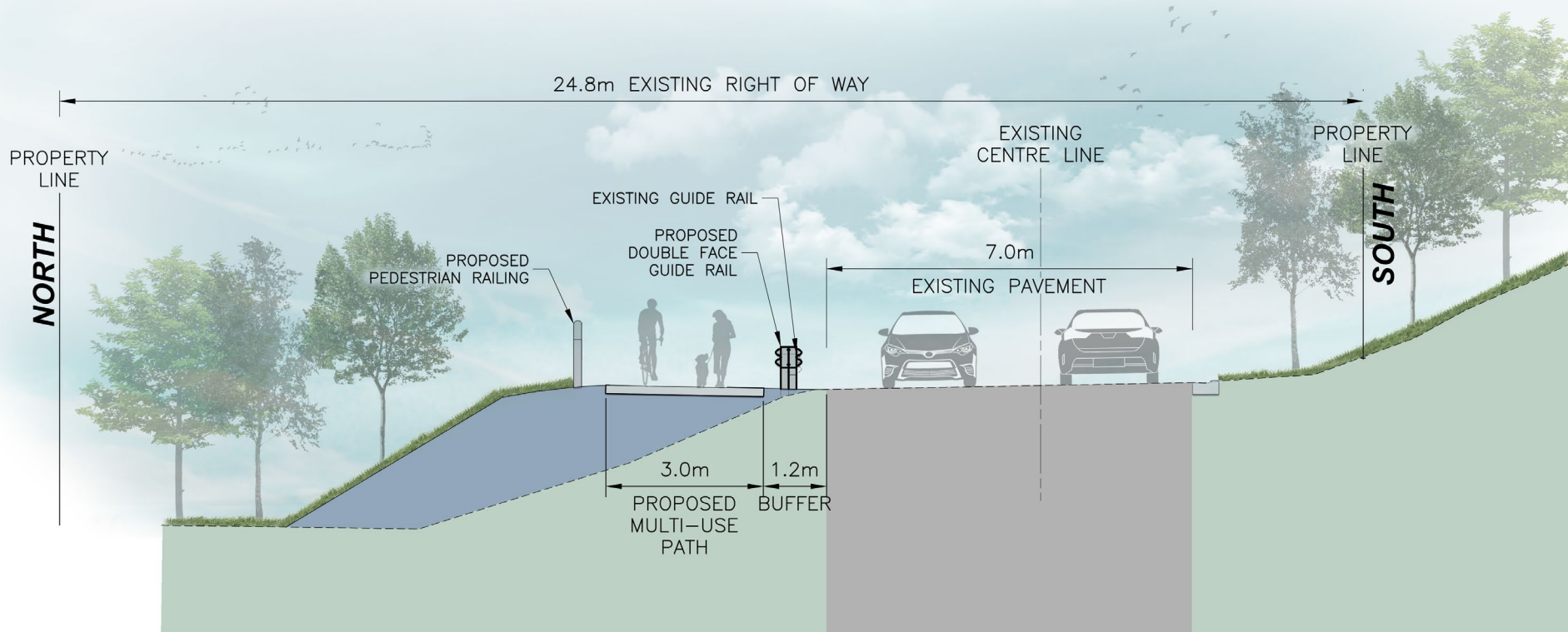
**MOVING
ROADS
FORWARD**

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region

Alternative Design Concepts Considered

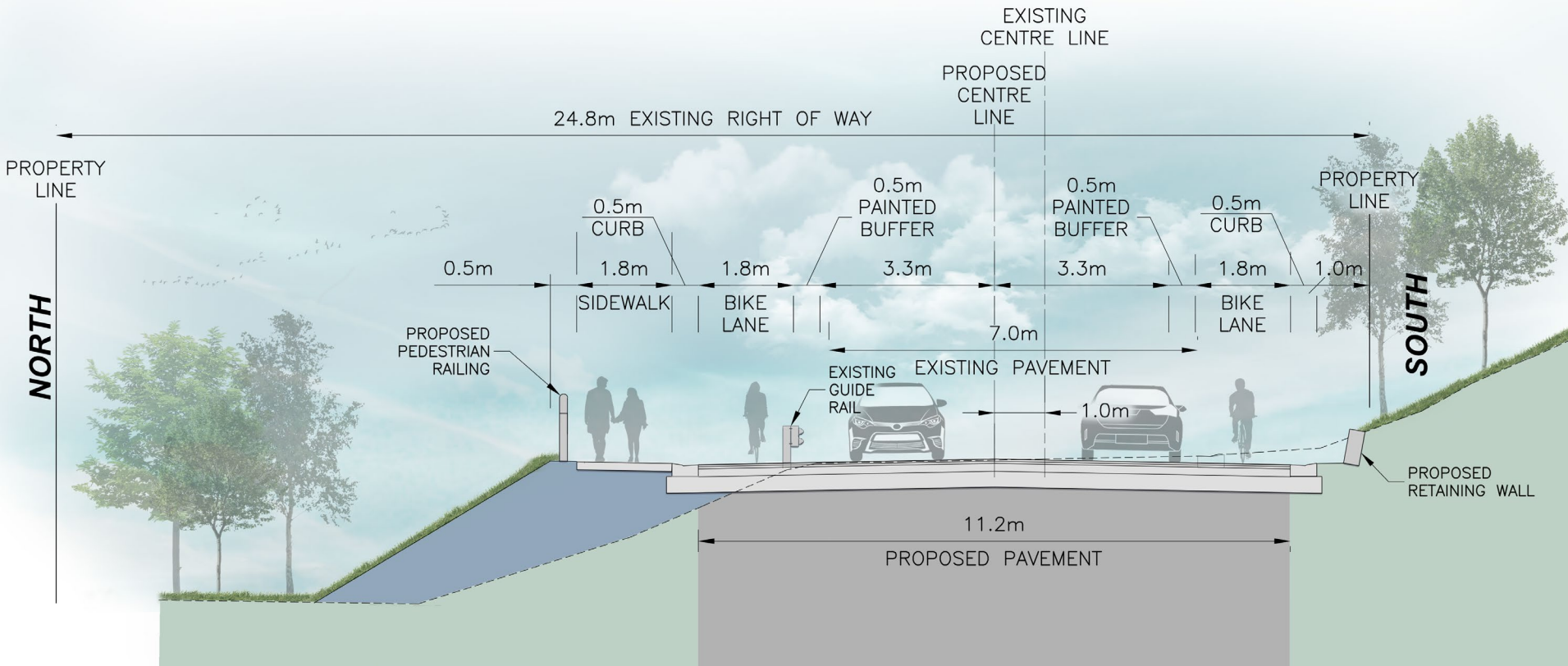
Alternative A



- Multi-use path on North side of road
- Connects to proposed multi-use path on Twenty Mile Creek Bridge
- Property required

Alternative Design Concepts Considered

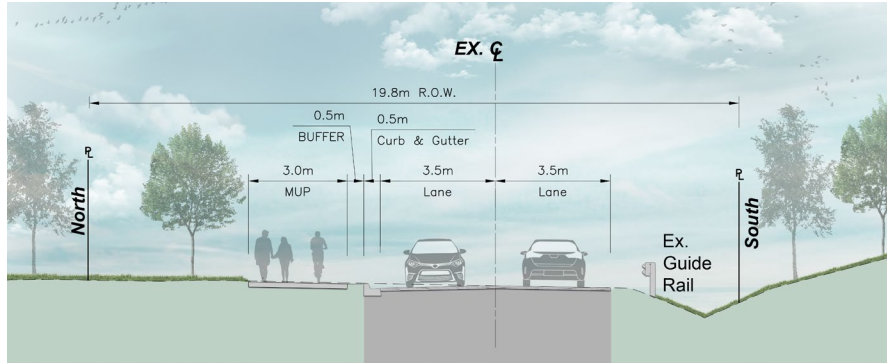
Alternative C



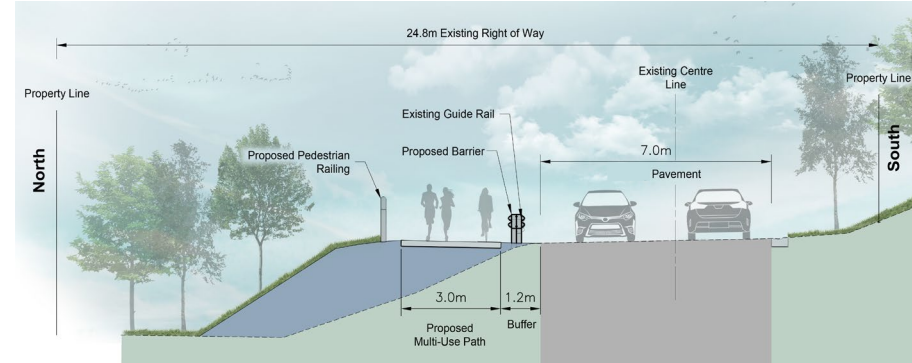
- On-street bike lanes both sides of the road
- Sidewalk on north side of the roadway
- Property required

Preferred Alternative Design Concept B

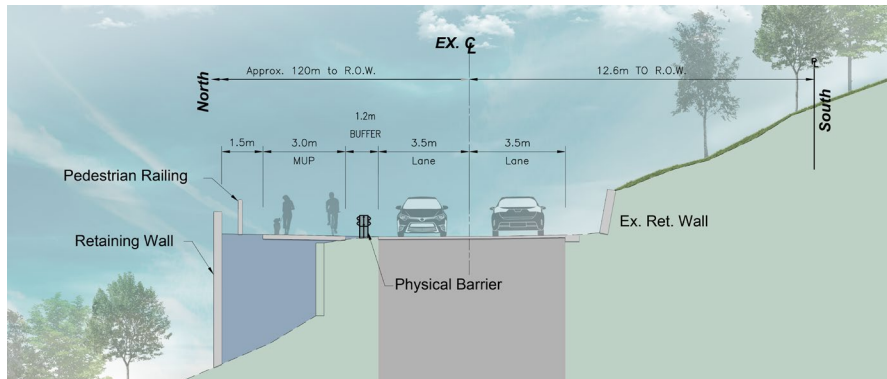
From Twenty-Third Street to Brookside Drive



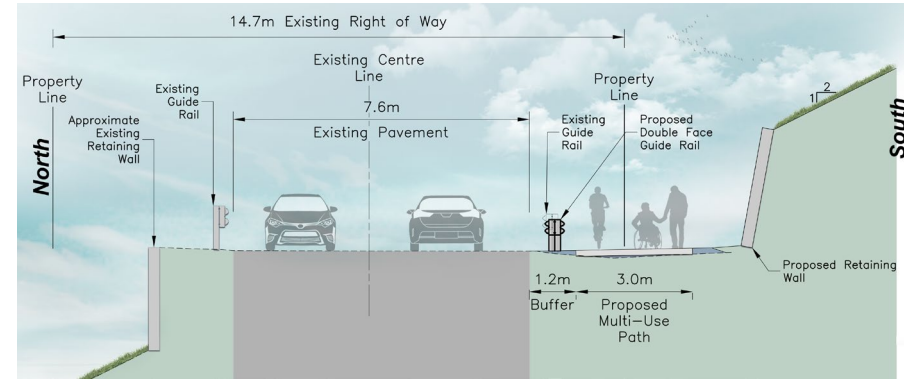
From West of the Park to East of the Park



From Brookside Drive to West of the Park



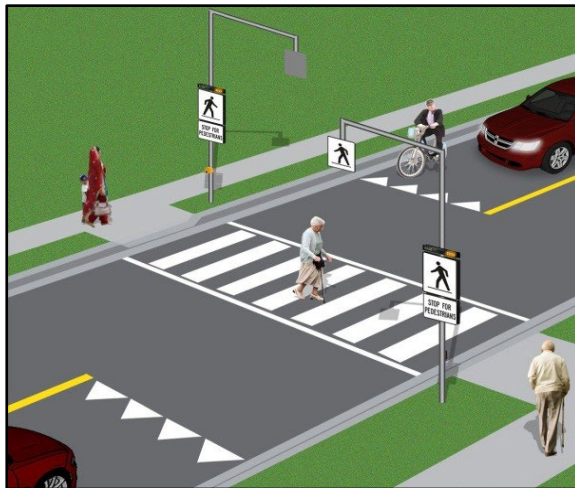
From East of the Park to Nineteenth Street



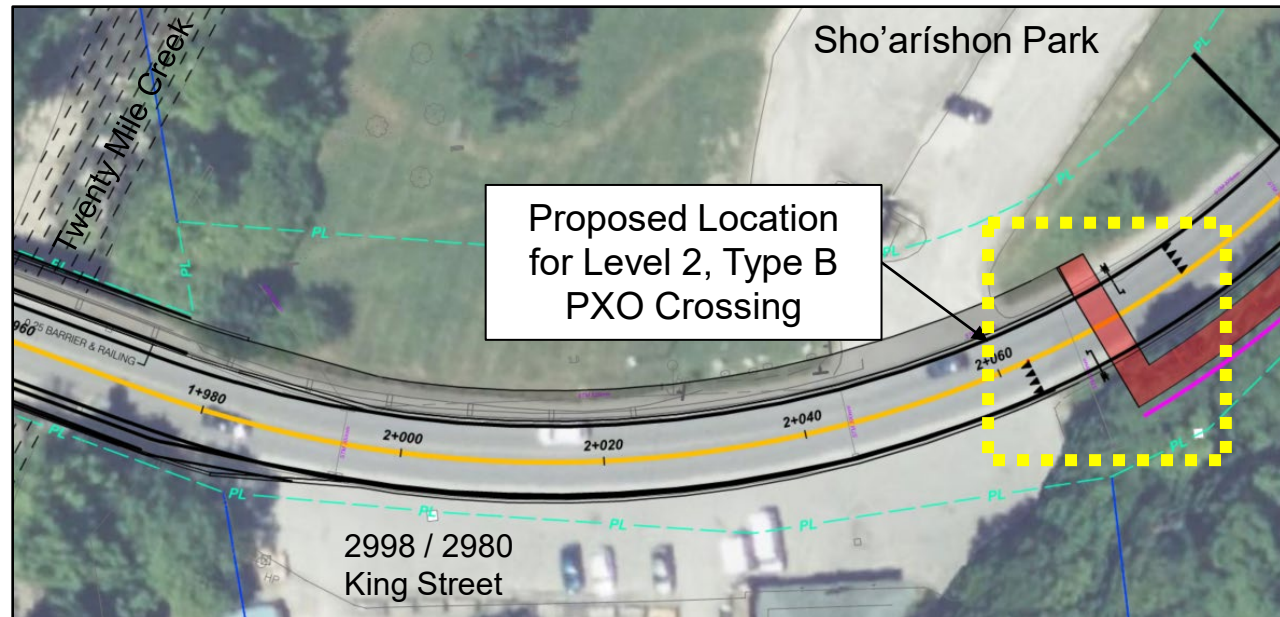
This alternative provides active transportation facilities along the corridor that improve the connection to nearby communities including the new multi-use path on Twenty Mile Creek Bridge, provides for a pedestrian crossing at Sho'arishon Park and provides for improvements to sections of the timber retaining wall.

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.



Example of a Level 2, Type B PXO – City of Markham



Scenic Enhancements



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

Next Steps

Spring 2024

- PIC #2 Comment Period to May 28, 2024

Summer 2024

- Draft Project File Report
- Agency Review of Draft Project File Report
- Preliminary Design Concept for Preferred Solution

Fall 2024

- File Final Project File 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 May 28, 2024.

Maged Elmadhoon, P.Eng.
Manager, Transportation Planning
Niagara Region
1815 Sir Isaac Brock Way
Thorold, ON L2V 4T7
Tel: 905-980-6000 ext. 3583
Maged.Elmadhoon@niagararegion.ca

Julianna Arcese, P.Eng.
Project Manager
R. J. Burnside and Associates Limited
292 Speedvale Avenue West, Unit 20
Guelph, ON N1H 1C4
Tel: 223-486-1544
Julianna.Arcese@rjburnside.com

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.

**MOVING
ROADS
FORWARD**

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region