

Regional Road 20 (Lundy's Lane) Schedule C Municipal Class Environmental Assessment Public Information Centre #3 – Summary

Introduction

On May 17, 2023, at 6:30 PM, the third 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 in-person at the Stamford Collegiate Secondary School Library, located at 5775 Drummond Road, Niagara Falls, ON L2G 4L2. A total of 20 people were in attendance for the PIC, consisting of Urban & Environmental Management Inc. staff (Steve Brant, Greg Taras, Erin Lee and Samantha Beam), Niagara Region staff (Michael Kowalczyk, Graeme Guthrie and Hamed Esmaeeli), City of Niagara Falls staff (Mathew Bilodeau, Wendy Eitzen and Erik Nickel), Lundy's Lane Business Improvement Association (BIA) members (2) and members of the public (8).

The PIC was held as a drop-in format, with information boards arranged around the room that summarized the status of the study, provided information on the status of supporting studies, input received to date, evaluation of the design alternatives and identification of the preferred design alternative. A printed plan of the preferred design alternative was also available at the PIC.

Attendees were welcome to review the available materials and ask questions/provide comments to the project team members who were present at the PIC. The comments and questions received are summarized below.

Summary of Comments Received

Several comments were received, one comment sheet was submitted during the PIC and seven comments were provided through email following the PIC. Comments were as follows:

Verbal Comments Received During PIC:

- A business owner on Lundy's Lane felt the concepts were good.

Project Team Response: Thank you for your input.

- There should be more focus on future proofing for increased pedestrian and cyclist numbers; current design is very focused on moving vehicles with too many lanes.

Project Team Response: Thank you for your comment. Active transportation facilities, such as cycling tracks, were considered during the development of the alternative design concepts. Through undertaking the Class EA process, and based on the results of several specialty studies, the preferred design solution was determined to best address the current needs present along Lundy's Lane.

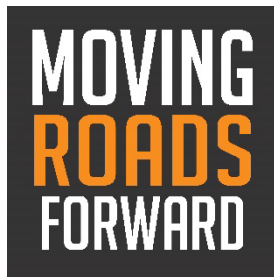
Written Comments Submitted via Email Following PIC:

- A local resident, who lives on an adjacent street to Lundy's Lane and is a daily user, expressed concern about the unsafe walking conditions on the south side of the OPG Hydro Canal bridge, which provides the only access to the Hendershot Trail and the Millennium Trail. They feel that the widening of the sidewalk on the north side is illogical as people will still use the south side more frequently to access the trails and that the south sidewalk should be widened and a handrail installed.
- A local resident expressed concern about the safety of Lundy's Lane for pedestrians and cyclists and feels the proposed design should be rethought to include bicycle lanes.
- A local business owner expresses concern about the lack of active transportation facilities and asked that the exclusion of bicycle lanes be reconsidered. They also commented on pedestrian and cyclist safety along Lundy's Lane and believes it should be improved.
- A local resident commented on how Lundy's Lane is a pedestrian heavy roadway and that safety should be improved. They suggested the addition of bicycle lanes and additional crosswalks, as well as reducing the road to one lane in each direction.
- A local resident expressed concern about Lundy's Lane being too dangerous for both vehicular and pedestrian use. They suggest more traffic lights and a bicycle lane.
- A local resident asked that Lundy's Lane be made more pedestrian and cyclist friendly through the addition of bicycle lanes, wider sidewalks than what was presented at PIC #3 and additional crosswalks.
- A local resident expressed concern about the exclusion of bicycle lanes in the proposed design and asked that they be added.
- A local resident provided comments about the streetlighting and suggests it be upgraded to match Clifton Hill. Further, they expressed concern about general traffic flow along Lundy's Lane being hindered by too many turning vehicles, as well as the location of a bus stop in front of Mick & Angelo's Restaurant causing traffic congestion. They asked if relocation of the bus stop is an option.

Project Team Response: Comments addressed in group response letter dated March 13, 2024 (**Attachment C**).

ATTACHMENT A

NOTICE OF PIC #3



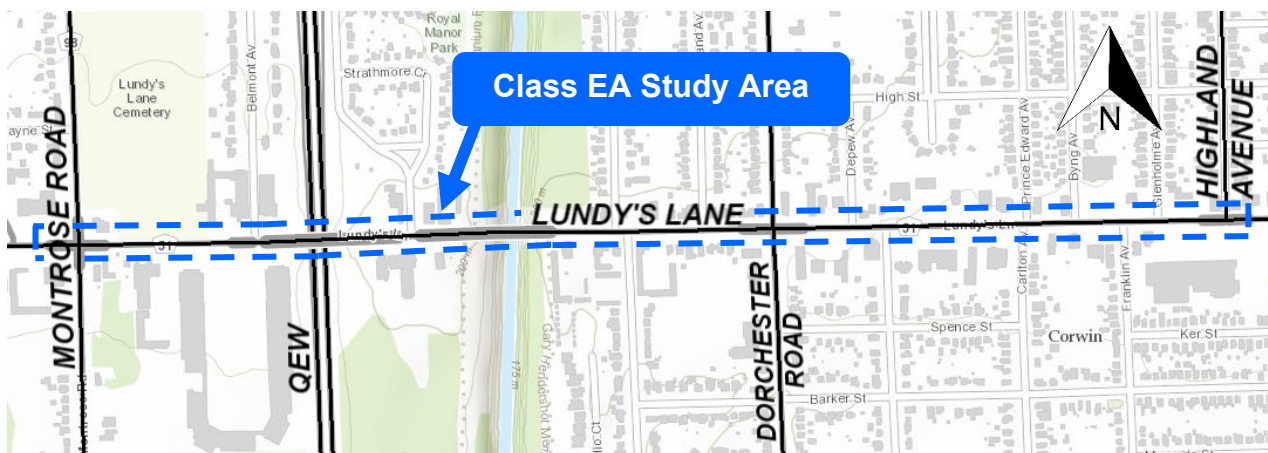
Notice of Public Information Centre #3

Regional Road 20 (Lundy's Lane) from Highland Avenue to Regional Road 98 (Montrose Road)

Schedule 'C' Municipal Class Environmental Assessment

The Study

Niagara Region is undertaking an Environmental Assessment 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. The study will build on the recommendations of the Niagara Region Transportation Master Plan and aim to identify improvements to the roadway and future needs including: consideration of intersection, safety, operational, and capacity improvements. A complete streets approach will be used to help incorporate elements of active transportation, streetscaping, and compatibility with various land uses within the study area.



The Process

The study is being carried out as a **Schedule 'C'** project in accordance with the requirements of the Municipal Class Environmental Assessment 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 Environmental Assessment 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.

You Are Invited to Participate

The Niagara Region is planning to host the third of three Public Information Centres for this study. The purpose of the third Public Information Centre is to share information on the current status of the project, present the design alternatives for the study area, and obtain input from the public and stakeholders with respect to the results of the evaluation of the design alternatives.

In-Person Presentation: Public Information Centre #3 will be held in-person at the **Stamford Collegiate Secondary School Library**, located at **5775 Drummond Rd., Niagara Falls, Ontario, L2G 4L2**. You can participate in this Public Information Centre by attending the in-person presentation and/or by viewing information materials on the project webpage. The Study Team will have information boards present and will answer questions and take comments at Stamford Collegiate on **Wednesday, May 17, 2023**, from **6:30 p.m. - 8:00 p.m.**. Comments received before, during and after Public Information Centre #3 will be reviewed and addressed at a later date.

Virtual Consultation Platform: Information materials related to Public Information Centre #3 will be available on project webpage niagararegion.ca/projects/lundys-lane/default.aspx starting **May 3, 2023**, and comments will be received until **May 31, 2023**.

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 the May 17, 2023 meeting, please contact the **Accessibility Advisory Coordinator** at 905-685-4225, ext. 3252 or accessibility@niagararegion.ca to make the appropriate arrangements.

In the meantime, you are encouraged to forward any comments or concerns you may have, in writing, to one of the following project team members:

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

All comments submitted will become part of the study documentation.
Notice first issued **April 11, 2023**.

ATTACHMENT B

PIC #3 PRESENTATION



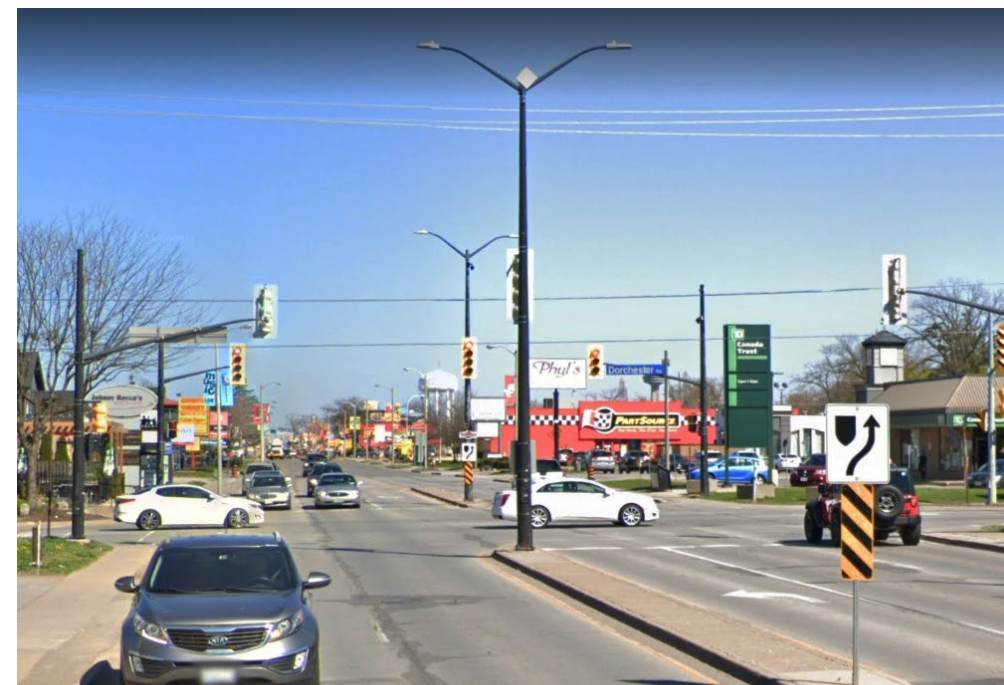
Public Information Centre #3

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

Date: May 17, 2023

Location: Stamford Collegiate Secondary
School Library

Time: 6:30pm to 8:00pm



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Introductions

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

How to Ask Questions/Leave Input

During the PIC, project team members from the Niagara Region and UEM will be present to answer any questions or address concerns you may have.

If you would like to leave written comments, comment sheets and pens will be available at the sign-in table. Comments can also be submitted through e-mail for two weeks following the PIC until May 31, 2023.

Purpose of PIC #3

- Share information on the status of the project
- Present and receive input on the identification and evaluation of Design Alternatives and the selection of the Preferred Design Alternative
- 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	Spring 2023	Summer 2023	TBD



Summary of PIC #2

At PIC #2, the Project Team presented the status of the project and:

- Presented preliminary results from studies
- Reviewed input received from PIC #1
- Introduced the Alternative Planning Solutions
- Presented evaluation of the Alternative Planning Solutions and identified a Preferred Planning Solution
- Addressed comments/questions
- Received 1 written comment prior to PIC #2
- Received 2 verbal comments during the Q&A portion of PIC #2
- No other relevant agency input to date

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
- Higher number of transit users than cyclists within the study area

Information from Archaeological Study

Findings

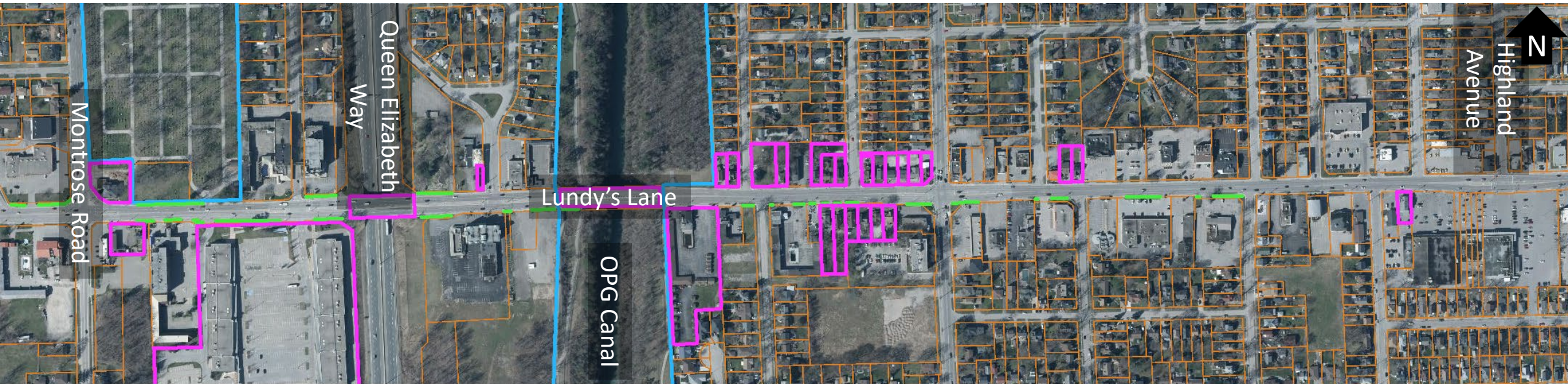
- 95% of study area disturbed
- 5% is remaining boulevard and areas around Lundy's Lane Cemetery
- Moderate to high potential for archaeological resources
- 18 registered archaeological sites within 1km radius of study area

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

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

- Further investigation during Detailed Design following completion of the Class EA Study

Design Alternatives

Design alternatives were developed following the identification of a Preferred Planning Solution and offer different ways to meet the Preferred Planning Solution. The following Design Alternatives, as well as a Do Nothing option, were developed to address this Class EA study:

No.	Design Alternative	Description
1	Do Nothing	The existing transportation system is not changed. However, ongoing maintenance of the existing infrastructure would continue.
2	30.5m Right-of-Way (Region Complete Streets)	This alternative includes five lanes (two through lanes in either direction and a centre turn lane), cycle track, sidewalk and curb face grass boulevard.
3.1	26.2m Right-of-Way (Niagara Falls Official Plan)	Alternative 3.1 includes five lanes (two through lanes in either direction and a centre turn lane), cycle track and sidewalk.
3.2a		Alternative 3.2a includes five lanes (two through lanes in either direction and a centre turn lane) and 1.8m sidewalk behind a 1.95m grass boulevard.
3.2b		Alternative 3.2a includes five lanes (two through lanes in either direction and a centre turn lane), 1.8m curb face sidewalk and 2.25m grass boulevard behind the sidewalk.
3.2c		Alternative 3.2a includes five lanes (two through lanes in either direction and a centre turn lane) and 1.8m sidewalk behind a 1.0m boulevard with additional boulevard space located behind the sidewalk.

Evaluation Criteria

Evaluation criteria have been developed and are shown below. The Design Alternatives were 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

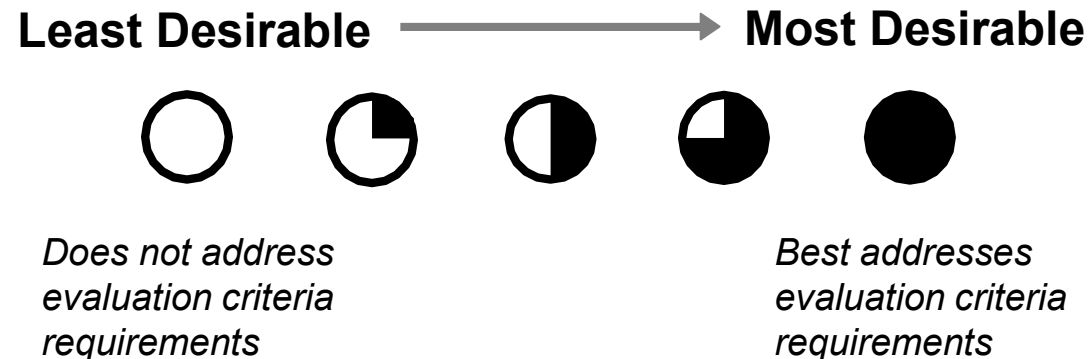
Complete Streets and Active Transportation

As part of this Class EA Study, 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 design alternatives against the identified criteria. This evaluation process is qualitative and uses professional judgement in consideration of available information to determine how well each design alternative satisfies the criteria for each component of the environment, as well as meets the Preferred Planning Solution. An open circle demonstrates that the design alternative does not address the requirements of a given criteria, while a solid circle shows that the design 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 design alternative meets some of the requirements of a criteria but does not fully address them.



Evaluation Table: Transportation

Criteria	1. Do Nothing	2. 30.5m Right-of-Way	3.1 26.2m Right-of-Way	3.2a 26.2m Right-of-Way	3.2b 26.2m Right-of-Way	3.2c 26.2m Right-of-Way
Vehicular Traffic Demand	 Does not address traffic demand and growth	 Addresses traffic demand along the road and at intersections	 Addresses traffic demand along the road and at intersections	 Addresses traffic demand along the road and at intersections	 Addresses traffic demand along the road and at intersections	 Addresses traffic demand along the road and at intersections
Safety	 No improvements to vehicular, cyclist and pedestrian safety in the study area	 Improves vehicular, cyclist and pedestrian safety in the study area	 Improves vehicular, cyclist and pedestrian safety in the study area, however lacks a boulevard	 Greatly improves vehicular and pedestrian safety in the study area	 Improves vehicular safety in the study area, however the curb face sidewalk will does not aid in improving pedestrian safety	 Improves vehicular and pedestrian safety in the study area, however narrow boulevard provides less of a buffer from the road than option 3.2a
Active Transportation	 Does not improve active transportation use in the study area	 Improves and supports active transportation	 Improves active transportation, however cycle track and sidewalk are narrow	 Improves active transportation with wide sidewalk, however lacks a cycle track	 Improves active transportation with wide sidewalk, however lacks a cycle track	 Improves active transportation with wide sidewalk, however lacks a cycle track
Transit	 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 providing space in the boulevard for transit infrastructure	 Supports increased transit use and operations by improving traffic flow, however no space is provided in the boulevard for transit infrastructure	 Supports increased transit use and operations by improving traffic flow and providing sufficient space in the boulevard for all transit infrastructure	 Supports increased transit use and operations by improving traffic flow and providing sufficient space in the boulevard for all transit infrastructure	 Supports increased transit use and operations by improving traffic flow and providing some space in the boulevard for transit infrastructure
Complete Streets	 Does not address Complete Streets approach	 Addresses Complete Streets approach in the study area	 Contributes to addressing Complete Streets approach for the study area	 Addresses most aspects of Complete Streets, however does not include a cycle track	 Addresses some aspects of Complete Streets, however does not include a cycle track	 Addresses some aspects of Complete Streets, however does not include a cycle track

Evaluation Table: Cultural/Built Heritage Environment

Criteria	1. Do Nothing	2. 30.5m Right-of-Way	3.1 26.2m Right-of-Way	3.2a 26.2m Right-of-Way	3.2b 26.2m Right-of-Way	3.2c 26.2m Right-of-Way
Archaeology	 No impacts to archaeological resources	 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	 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
Cultural Heritage	 No impacts to cultural heritage resources	 Greater potential for some impacts to adjacent cultural heritage resources (i.e., could impact 23 marked graves within the Lundy's Lane Cemetery). 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 (i.e., could impact 13 marked graves within the Lundy's Lane Cemetery). 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 (i.e., could impact 13 marked graves within the Lundy's Lane Cemetery). 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 (i.e., could impact 13 marked graves within the Lundy's Lane Cemetery). 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 (i.e., could impact 13 marked graves within the Lundy's Lane Cemetery). Additional studies may be required to determine if cultural heritage resources will be impacted and to identify avoidance/mitigative measures
Summary	 No impacts to the cultural heritage and archaeological environment as no work is being undertaken	 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	 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

Evaluation Table: Socio-Economic Environment

Criteria	1. Do Nothing	2. 30.5m Right-of-Way	3.1 26.2m Right-of-Way	3.2a 26.2m Right-of-Way	3.2b 26.2m Right-of-Way	3.2c 26.2m Right-of-Way
Local and Regional Planning Documents	 Is not supported by the Transportation Master Plan (TMP)	 Supported by the TMP, however exceeds Niagara Falls Official Plan (NF OP) Right-of-Way	 Supported by the TMP/NF OP by addressing vehicular safety, operations, road widening and growth	 Supported by the TMP/NF OP by addressing vehicular safety, operations, road widening and growth. Addresses most Complete Streets policies	 Supported by the TMP/NF OP by addressing vehicular safety, operations, road widening and growth. Addresses some Complete Streets policies	 Supported by the TMP/NF OP by addressing vehicular safety, operations, road widening and growth. Addresses some Complete Streets policies
Supports Local Growth and Development	 Does not support local growth and development	 Supports local growth and development by providing improved vehicular, transit, cyclist and pedestrian infrastructure	 Supports local growth and development by providing improved vehicular, cyclist and pedestrian infrastructure	 Supports local growth and development by providing improved vehicular, transit and pedestrian infrastructure	 Supports local growth and development by providing improved vehicular, transit and pedestrian infrastructure	 Supports local growth and development by providing improved vehicular, transit and pedestrian infrastructure
Access To and From Properties	 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	 Opportunities to improve and revise access to and from properties as needed	 Opportunities to improve and revise access to and from properties as needed	 Opportunities to improve and revise access to and from properties as needed	 Opportunities to improve and revise access to and from properties as needed
Private Property Requirements	 No private property impacts as there is no work being undertaken	 Significant private property impacts, requiring property acquisition from all properties within the study area and impacting 9 buildings	 Notable private property impacts, property acquisition required from approximately 75% of properties within study area and 2 buildings impacted	 Notable private property impacts, property acquisition required from approximately 75% of properties within study area and 2 buildings impacted	 Notable private property impacts, property acquisition required from approximately 75% of properties within study area and 2 buildings impacted	 Notable private property impacts, property acquisition required from approximately 75% of properties within study area and 2 buildings impacted

Evaluation Table: Costs

Criteria	1. Do Nothing	2. 30.5m Right-of-Way	3.1 26.2m Right-of-Way	3.2a 26.2m Right-of-Way	3.2b 26.2m Right-of-Way	3.2c 26.2m Right-of-Way
Capital Costs	● No additional capital costs	◐ Significant capital costs due to degree of property acquisition required	◑ High capital costs due to required property acquisition	◑ High capital costs due to required property acquisition	◑ High capital costs due to required property acquisition	◑ High capital costs due to required property acquisition
Maintenance Costs	◐ Increased maintenance costs due to continued roadway deterioration	◑ Improved condition of roadway will reduce maintenance costs, however adding additional infrastructure will then increase maintenance costs	◑ Improved condition of roadway will reduce maintenance costs, however adding additional infrastructure will then increase maintenance costs	◑ Reduced maintenance costs due to improved condition of roadway	◑ Reduced maintenance costs due to improved condition of roadway	◑ Reduced maintenance costs due to improved condition of roadway
Summary	◑ No additional capital costs, however increased maintenance costs	◑ Significant capital costs with some reduction in maintenance costs, but offset by increased maintenance costs for new infrastructure	◑ High capital costs with some reduction in maintenance costs, but offset by increased maintenance costs for new infrastructure	◑ High capital costs and some additional maintenance costs	◑ High capital costs and some additional maintenance costs	◑ High capital costs and some additional maintenance costs

Evaluation Table: Summary of Evaluation Design Alternatives

Criteria	1. Do Nothing	2. 30.5m Right-of-Way	3.1 26.2m Right-of-Way	3.2a 26.2m Right-of-Way	3.2b 26.2m Right-of-Way	3.2c 26.2m Right-of-Way
Transportation	 Does not address the transportation needs of the study area	 Addresses transportation needs such as traffic demand, safety, access, transit and active transportation in support of a Complete Streets approach in the study area	 Addresses transportation needs such as traffic demand, safety, access, active transportation and the Complete Streets approach, however transit needs are not met	 Addresses transportation needs such as traffic demand, safety, access, transit and active transportation, however does not address all Complete Streets requirements	 Addresses transportation needs such as traffic demand, safety, access, transit and active transportation, however does not address all Complete Streets requirements	 Addresses transportation needs such as traffic demand, safety, access, transit and active transportation, however does not address all Complete Streets requirements. Narrow boulevard offers less space for all transit facilities.
Cultural Heritage and Archaeology	 No impacts to the cultural heritage and archaeological environment as no work is being undertaken	 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	 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
Socio-Economic	 Does not support the planning vision in the study area	 Fully supports the planning vision for this area, though there will be significant private property impacts	 Supports the planning vision for this area, though there will be some private property impacts	 Supports the planning vision for this area, and addresses most Complete Streets policies, though there will be some private property impacts	 Supports the planning vision for this area, and addresses some Complete Streets policies, though there will be some private property impacts	 Supports the planning vision for this area, and addresses some Complete Streets policies, though there will be some private property impacts

Evaluation Table: Summary of Evaluation Design Alternatives

Criteria	1. Do Nothing	2. 30.5m Right-of-Way	3.1 26.2m Right-of-Way	3.2a 26.2m Right-of-Way	3.2b 26.2m Right-of-Way	3.2c 26.2m Right-of-Way
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	⌚ Improving vehicular, transit, pedestrian and cycling infrastructure addresses the major current issues in the study area in consideration of a Complete Streets approach. However, exceeds maximum right-of-way established in the Niagara Falls Official Plan and has significant private property and cost requirements for implementation	⌚ Improving vehicular, pedestrian and cycling infrastructure addresses the major current issues in the study area in consideration of a Complete Streets approach. However, no space for a boulevard means that transit infrastructure and utility requirements cannot be met. There will be private property and cost requirements to implement the improvements	⌚ Improving vehicular, transit and pedestrian infrastructure addresses the major current issues in the study area, however not including a cycle track does not meet the Complete Streets approach. There will be private property and cost requirements to implement the improvements	⌚ Improving vehicular, transit and pedestrian infrastructure addresses the major current issues in the study area, however not including a cycle track does not meet the Complete Streets approach. Further, a curb face sidewalk does not improve pedestrian safety. There will be private property and cost requirements to implement the improvements	⌚ Improving vehicular, transit and pedestrian infrastructure addresses the major current issues in the study area, however not including a cycle track does not meet the Complete Streets approach. The narrow boulevard offers less space for all transit facilities and results in pedestrians being closer to the road than option 3.2a. Further, There will be private property and cost requirements to implement the improvements

Preferred Design Alternative

Based on the results of the evaluation of the design alternatives, the preferred design alternative has been identified as option 3.2a, which includes a 26.2m right-of-way, 2 through lanes in each direction, a centre turn lane and 1.8m sidewalk behind a 1.95m grass boulevard. This design alternative was chosen, and many elements of Complete Streets can be implemented; however, the exclusion of cycle tracks was decided upon for the following reasons:

- Strong encouragement to remain within the 26.2m right-of-way established in the Niagara Falls Official Plan
- To include cycle tracks, a wider right-of-way would be required along the corridor and at intersections, requiring further private property acquisition and demolition of several buildings
- Businesses would be negatively impacted, i.e. parking spaces lost, due to higher degree of property acquisition and high property acquisition costs
- Lack of space within the 26.2m right-of-way to include both a cycle track and a boulevard. Not including a boulevard results in negative impacts to transit facilities and required infrastructure/appurtenances such as light poles, hydrants, etc.
- Traffic study results show much greater transit use numbers compared to cyclist numbers

Preferred Design Alternative

As a result of the preferred design not including cycle tracks, the Environmental Assessment will be recommending that alternative cycling routes be further analyzed within and surrounding the study area of Lundy's Lane. This analysis will be done in a separate study.

Additionally, it is important to note that the preferred design alternative is a preliminary design. The design may be subject to some change along the corridor/at intersections as a result of findings during the detailed design process.

Public and Stakeholder Input Received Through PIC #2

Input Received	Considered During Evaluation of Planning Alternatives	Considered During Evaluation of Design Alternatives	To be considered during Detailed Design
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:

Design Alternatives:

- Identification and evaluation of design alternatives
- Preferred Design Alternative

Any other Relevant Information/Input

- Email inquiries@uemconsulting.com

Next Steps



Following PIC #3, the Study Team will complete the following:

- Review and consider all comments received
- Finalize the Preferred Design Alternative
- Continue meeting with interested stakeholders/agencies
- Finalize Environmental Study Report

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/>



Questions?

Your feedback will be important to us. Your comments will be reviewed by the Study Team and considered in finalizing the Preferred Design Alternative. 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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ATTACHMENT C

RESPONSE LETTER TO PUBLIC COMMENTS



Project No.: 21109
March 13, 2024

Lundy's Lane Public Comments Response

The third Public Information Centre (PIC) for the Lundy's Lane (Regional Road 20) Schedule C Municipal Class Environmental Assessment (EA) was held on May 17, 2023. Comments were accepted for two weeks following the PIC, until May 31, 2023. During this comment period, seven comments were received from members of the public. These comments expressed similar themes and concerns, including:

- Pedestrians and cyclist safety
- The exclusion of a cycle track from the preferred design solution
- Roadway safety when travelling along and making turns onto/off of Lundy's Lane
- Traffic congestion

We wish to address these comments by discussing the preferred design solution in more detail and offer insight into what to expect in the future.

First, the preferred design solution will be implementing wider sidewalks along both sides of the road, which will be behind a boulevard. This will provide a buffer from the street for pedestrians using the sidewalks. A centre turn lane is also being introduced, which will provide a space to queue and aid in being able to make left-turn movements more safely. Additional items such as new Pedestrian Crossovers (PXO's) and the relocation of bus stops, are currently being examined as part of the Class EA study and will be further evaluated during detailed design.

At this time, cycle tracks are not included in the preferred design solution along Lundy's Lane. As a result of the Class EA process, including the completion and analysis of several specialty studies, the preferred design solution has been deemed to best address the current needs present along Lundy's Lane. As part of this Class EA, a joint study will be recommended to be undertaken by the City and the Region to evaluate alternative cycling routes through this corridor.

Looking to the future configuration of the corridor, additional Complete Streets elements could be incorporated along Lundy's Lane, including cycle tracks. As more land becomes available on Lundy's Lane as a result of new planning developments and property sales, Niagara Region will be able to acquire the land needed to implement remaining Complete Streets features.

Yours very truly,

URBAN & ENVIRONMENTAL MANAGEMENT INC.
ON BEHALF OF THE NIAGARA REGION

Steve Brant, P. Eng.
Project Manager

c. **M. Kowalczyk, Project Manager – Niagara Region**

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