

Town of Lincoln with Niagara Region

Urban Design Vision & Streetscape Master Plan for Ontario Street

Public Information Centre #1

Wednesday, February 16th 2022

Town of Lincoln

Niagara Region

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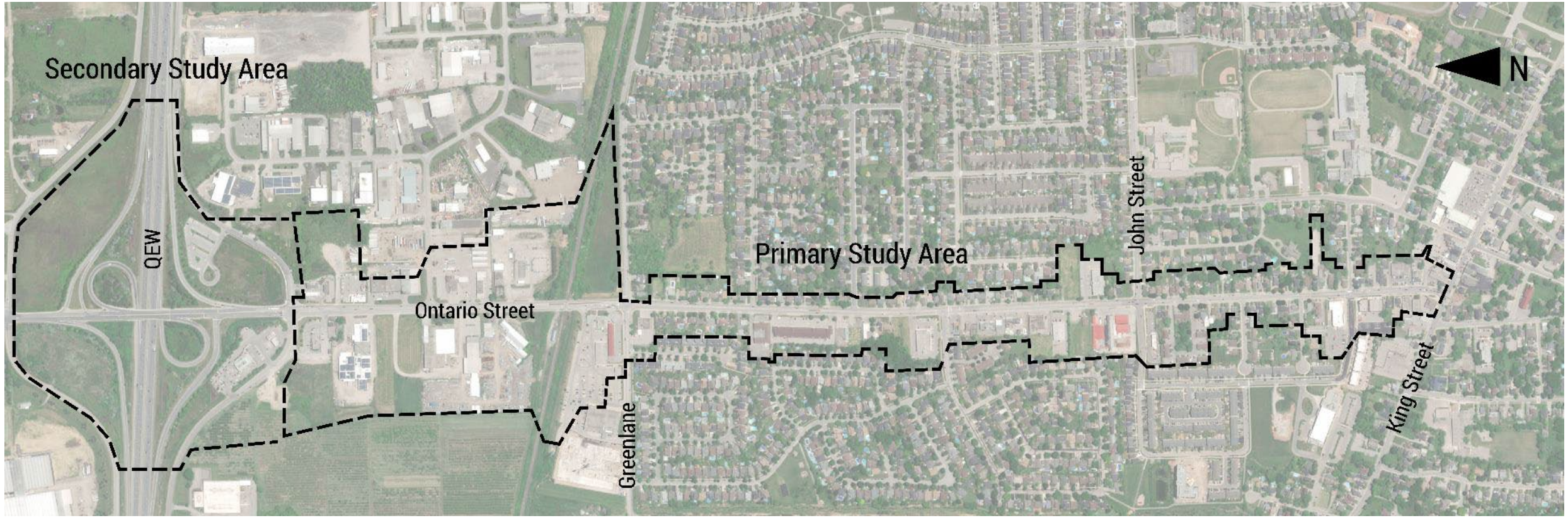
Outline

- Project Introduction, Goals & Objectives
- Background Review
- ***Interactive Activity***
- Site Walk and SWOT Analysis
- Key Findings
- ***Interactive Activity***
- Case Studies
- What We've Heard So Far
- ***Interactive Activity***
- Next Steps & Engagement
- Project Information Resources



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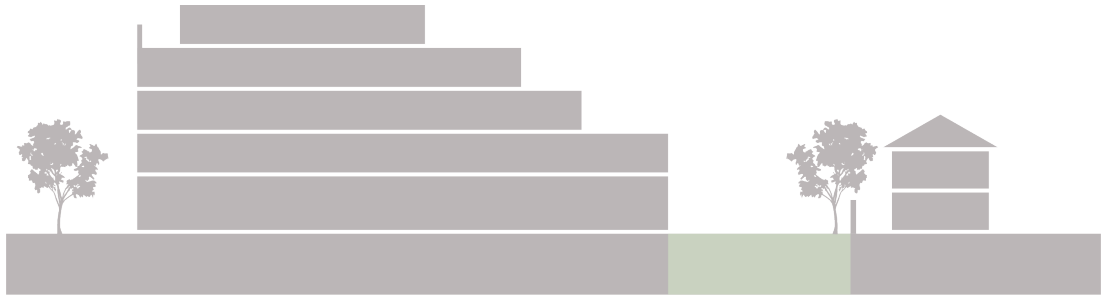
Project Introduction



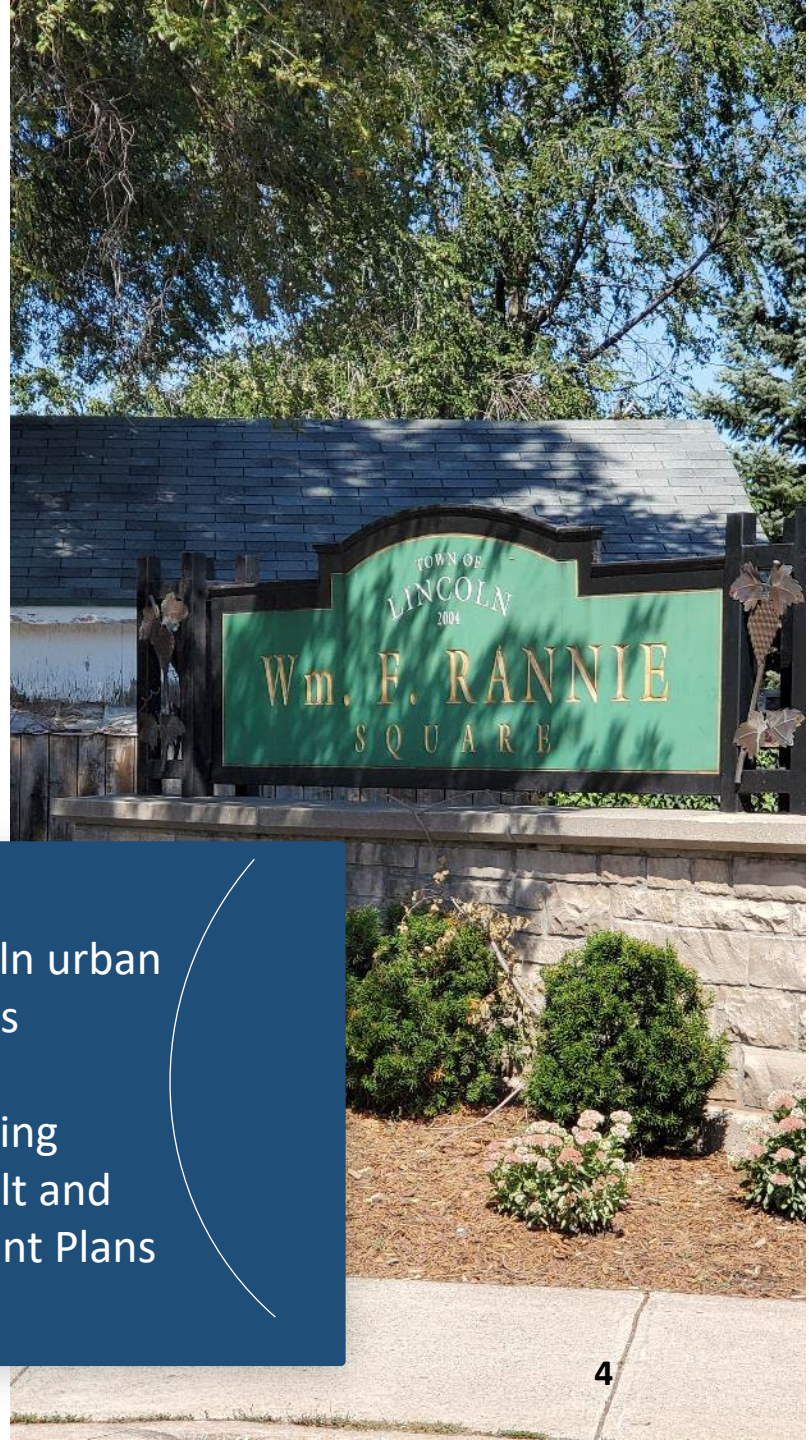
Project Overview

As a primary linkage between the Q.E.W. and Beamsville downtown area, Ontario Street requires a long term strategy which:

- Accommodates **growth** and a range of land uses
- Develops a cohesive and attractive streetscape identity that **welcomes visitors** and appeals to residents
- Prepares for a **future GO station** using the **Complete Streets approach** with connections to higher order transit
- Accounts for established neighbourhoods with **respect to built form transition**



The Town of Lincoln urban boundary is restricted from expanding by the Greenbelt and Niagara Escarpment Plans



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Project Goals

1. Create a guiding vision and urban design guidelines to accommodate incoming density with appropriate transitions.

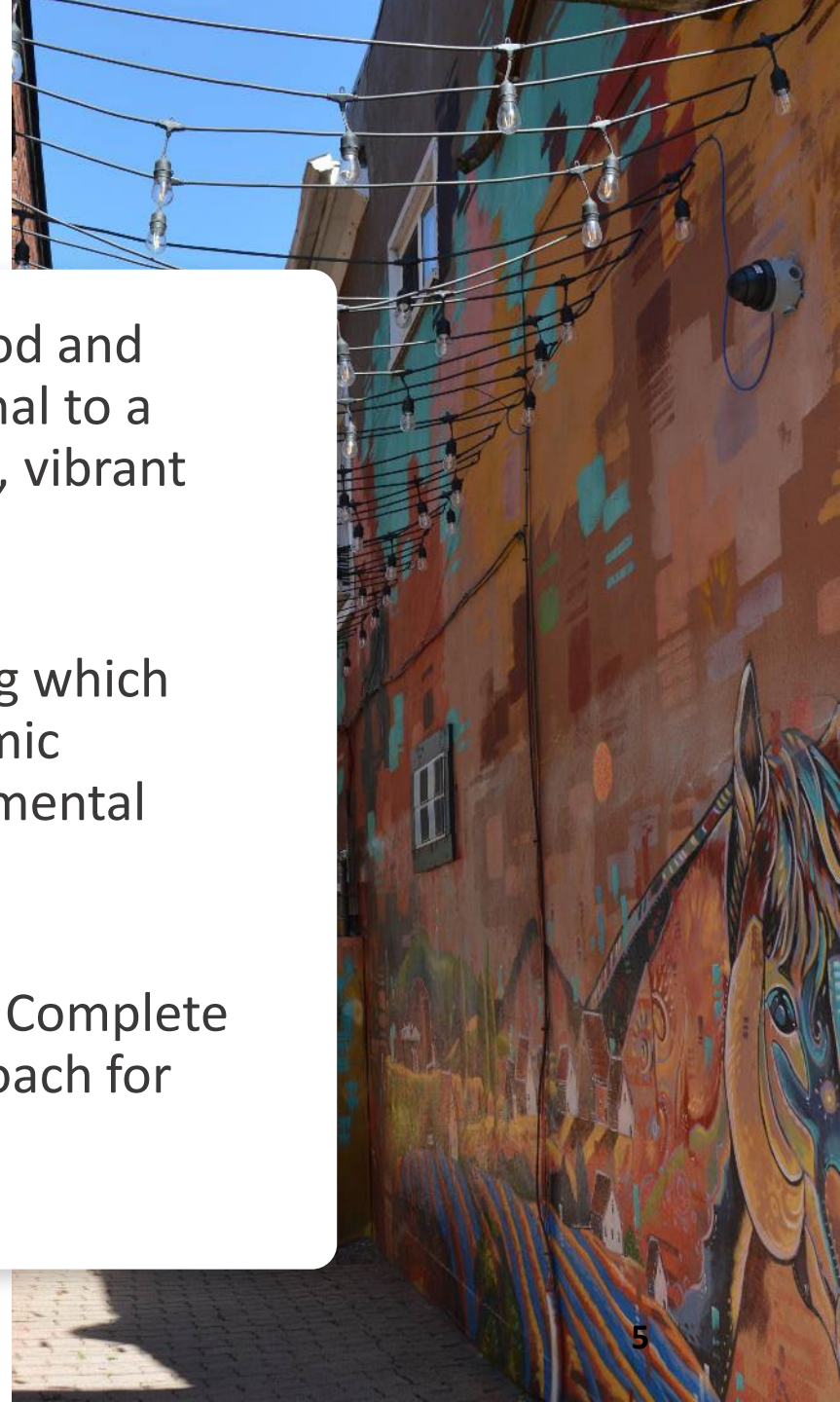
2. Identify streetscape design, placemaking opportunities and public realm investments.

3. Examine best practices and planning initiatives to leverage Ontario Street's potential.

4. Allow for a gentle transition from lower density neigbourhood and commercial and institutional to a more intensified, compact, vibrant and mixed use corridor.

5. Comprehensive planning which includes social and economic success as well as environmental sustainability.

6. Follow Niagara Region's Complete Streets program and approach for Ontario Street.



Project Objectives

Create Urban Design Vision, Streetscape Master Plan and Urban Design Guidelines

Conduct a background review and analysis to understand the context, gaps, and best practices

Ensure that a ‘one size fits all approach’ is not employed in the vision

Provide design direction for how the public and private realms interact

Provide an implementation plan and cost estimate for public realm improvements

Deliver a meaningful public and stakeholder engagement program



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Background Review



Background Review

The background review included the following documentation:

- **Niagara Region:**
  - Official Plan, 2014
  - Transportation Master Plan, 2017
  - Complete Streets for Niagara, 2014
  - Model Urban Design Guidelines, 2005

- **Town of Lincoln:**
  - Official Plan, 2018 Consolidation
  - Zoning Bylaw NO. 93-14-Z1, 2020 Consolidation
    - Comprehensive Zoning By-law Review currently underway
  - Transportation Master Plan, 2019
  - Active Transportation Strategy, 2019
  - Economic Development Strategy, 2018
  - Tourism Strategy, 2020

- **Community Improvement Plans:**
  - Beamsville CBD and Ontario Street Commercial Area
  - Mixed Use and Residential Intensification

- **Beamsville Go Transit Station Secondary Plan OPA 4, 2018**

- **Ontario Street Vision, 2018**

- **AODA requirements**

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Provincial Direction – Growth in Lincoln

Province

- Identifies and forecasts population and employment growth coming to Niagara.

Lincoln

- Focuses growth inward as urban boundary is restricted

Beamsville

- Intensifies developed areas with the input of residents and stakeholders

Background Review Summary



Land use designations allow for intensification for both residential and commercial uses.



No areas of environmental protection in the corridor.



Full municipal servicing already in place.



Planned GO station will aid growth and benefit the CBD.



Area is well covered by previously developed policies.



Previous work is relatively recent and still relevant.



Land use and urban design policies are available as a starting point.



Town and Region documents help bring two levels of understanding to the corridor.

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Identified Gaps in Current Planning & Policy



After the review of the background information was complete it was determined that the gaps include:

- A lack of recent specific guidance on private realm south of Greenlane (outside of GO Secondary Plan Area)
- Any guidance on sustainable technologies to use along the corridor, also potential for EV etc.
- Identifying the importance of mitigating and adapting to climate change.
- Highlighting the importance of natural heritage/tree canopy.
- Reinforcing the importance of transition from existing low rise residential adjacent to intensification/redevelopment.
- Stating the importance of parkland and walkability for complete communities.
- Providing specific guidance and criteria for infill and redevelopment along the corridor.



Interactive Activity!!



Mentimeter – Activity #1 & #2

We will be screen sharing a mentimeter activity to help with the initial visioning for Ontario Street.

go to www.menti.com

And use the code:

6681 8341



Site Walk & SWOT Analysis

Current & Planned Land Uses

Opportunities

- Proximity to Central Business District
- Land Use Designation allows for a wide variety of housing types and sizes
- Policies in place which require high amenity standards and encourage mixed use development
- Infill opportunities between May and King
- Redevelopment potential for multiple underutilized properties
- Opportunities to coordinate with commercial land uses and integrate private and public realms
- Size and scale of some sites lend themselves to intensification and a greater mix of uses

Constraints

- Established single-detached dwellings may be difficult to intensify over time
- Established residential abutting corridor will require compatibility and appropriate transitions in land uses height and density
- NIMBY concerns from established residential property owners and commercial business owners along corridor

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Current & Planned Land Uses



X Industrial uses in close proximity to residential uses



✓ Vacant parcels with potential for intensified development

X Potential opposition from established residential

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Transportation (Multimodal)

Opportunities

- On-street parking is underutilized
- GO train station area planned for north-west corner of site
- Space available for more east-west connections over the long term
- Wide right-of-way planned for corridor which creates room for traffic-calming measures, dedicated bike lanes, buffers, wide sidewalks, etc.
- Options to redirect some traffic and truck traffic away from corridor

Constraints

- Project will require a site-specific, transit-supportive policy due to lack of consistent public transit
- LCBO near King Street causes congestion and accidents at gateway intersection
- Speeding complaints along corridor
- Loading and servicing facilities should be accessed from collectors and rear lanes, however Greenlane is the only collector road that intersects the corridor. This may require mid-block access to commercial uses.
- Potential pinch-point at King and Ontario

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Transportation (Multimodal)



✓ Cul-de-sac with pedestrian pathways to connect to adjacent neighbourhoods



X Multiple driveways and access points cause conflicts between users.

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Opportunities

- Ontario Street is planned to include a 26-metre right-of-way which will allow for pedestrian activity at the street level
- Fire station at Ontario & Greenlane may be relocating; leaving room for an anchor-type development
- Underutilized on-street parking leaves room for street furniture, traffic-calming measures, and aesthetic landscaping
- Careful design of intensification sites can bring vibrancy to the corridor

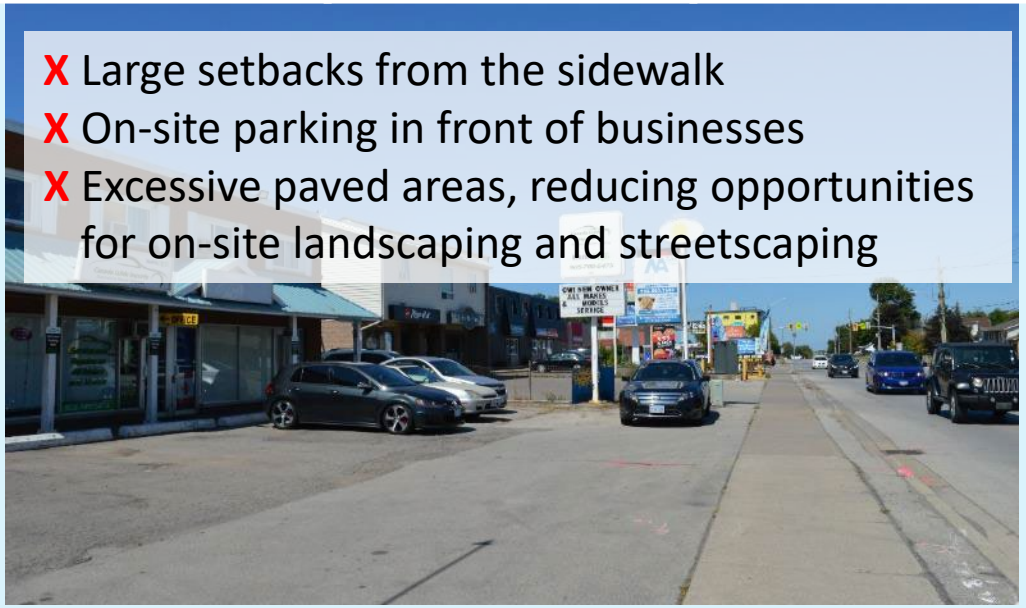
Constraints

- Existing, well-established industrial uses along corridor may be difficult to relocate
- On-site parking at the front of commercial businesses create an auto-oriented corridor
- The cost of burying utilities is considerable

Urban Design and Streetscape



✓ Wide sidewalks near newer developments



X Large setbacks from the sidewalk
X On-site parking in front of businesses
X Excessive paved areas, reducing opportunities for on-site landscaping and streetscaping



✓ existing curb bump-outs for traffic calming



X Commercial signage clutter
X Multiple vehicular access from Ontario Street

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Economic Role of the Corridor

Opportunities

- Long term plans for tourism
  - (gateway site and Wine Route)
- Agri-tourism and on-farm diversified uses are encouraged regionally
  - farmer entrepreneurship, farm-to-table establishments along the corridor, etc.
- New hotel proposed north of Greenlane will support business and tourism

Constraints

- N/A

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Economic Role of the Corridor



✓ Proposed hotel behind Wendy's property



✓ Lands in proximity to future GO station are an opportunity for development.

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Opportunities

- Increased urban street tree canopy
- Sidewalks on both sides of the road encourage walking
- Planned bike route for the corridor will facilitate active transportation
- Proximity to waterways
- Potential LID measures on private and public realm (public open space) to attenuate storm water and improve drainage along the corridor
- Sizing infrastructure appropriately to address climate change

Constraints

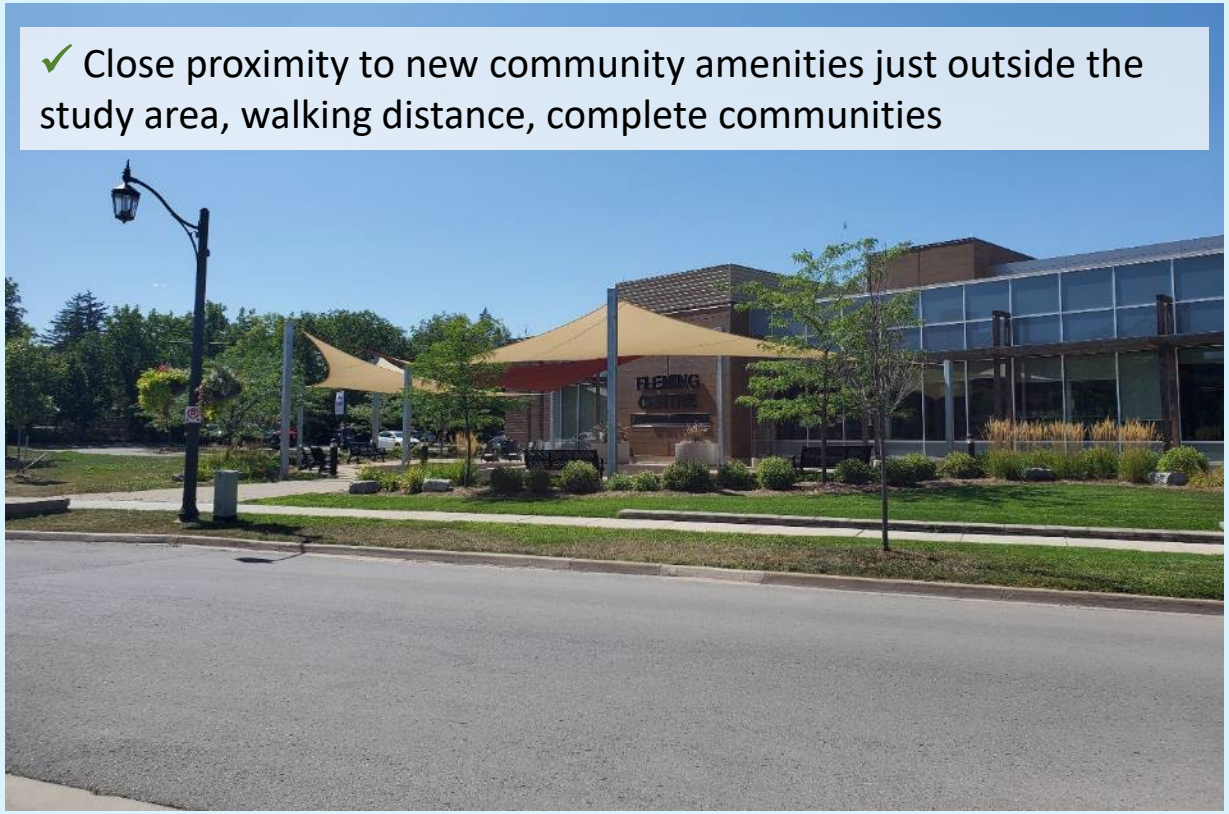
- If climate change trends continue, increased temperatures and other extreme weather events will affect the success of any environment

Sustainability

✓ Landscaped buffers for a nice pedestrian environment
X Vehicular congestion at King Street intersection



✓ Close proximity to new community amenities just outside the study area, walking distance, complete communities



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Opportunities

- There are a few non-designated heritage buildings (4351 and 4372 Ontario Street) with a lot of character
- Opportunities to highlight and strengthen preservation and maintenance of locally significant heritage properties.
- Repurpose underutilized sites through development and partnerships.
- Adaptive reuse of existing sites.
- Introduction of mixed uses to bring increased vibrancy and more visitation and interest

Constraints

- Historical buildings are vulnerable to demolition
  - Potential to lose buildings that have cultural heritage interest without protection.

Historical Buildings



✓ + X Undesignated heritage buildings





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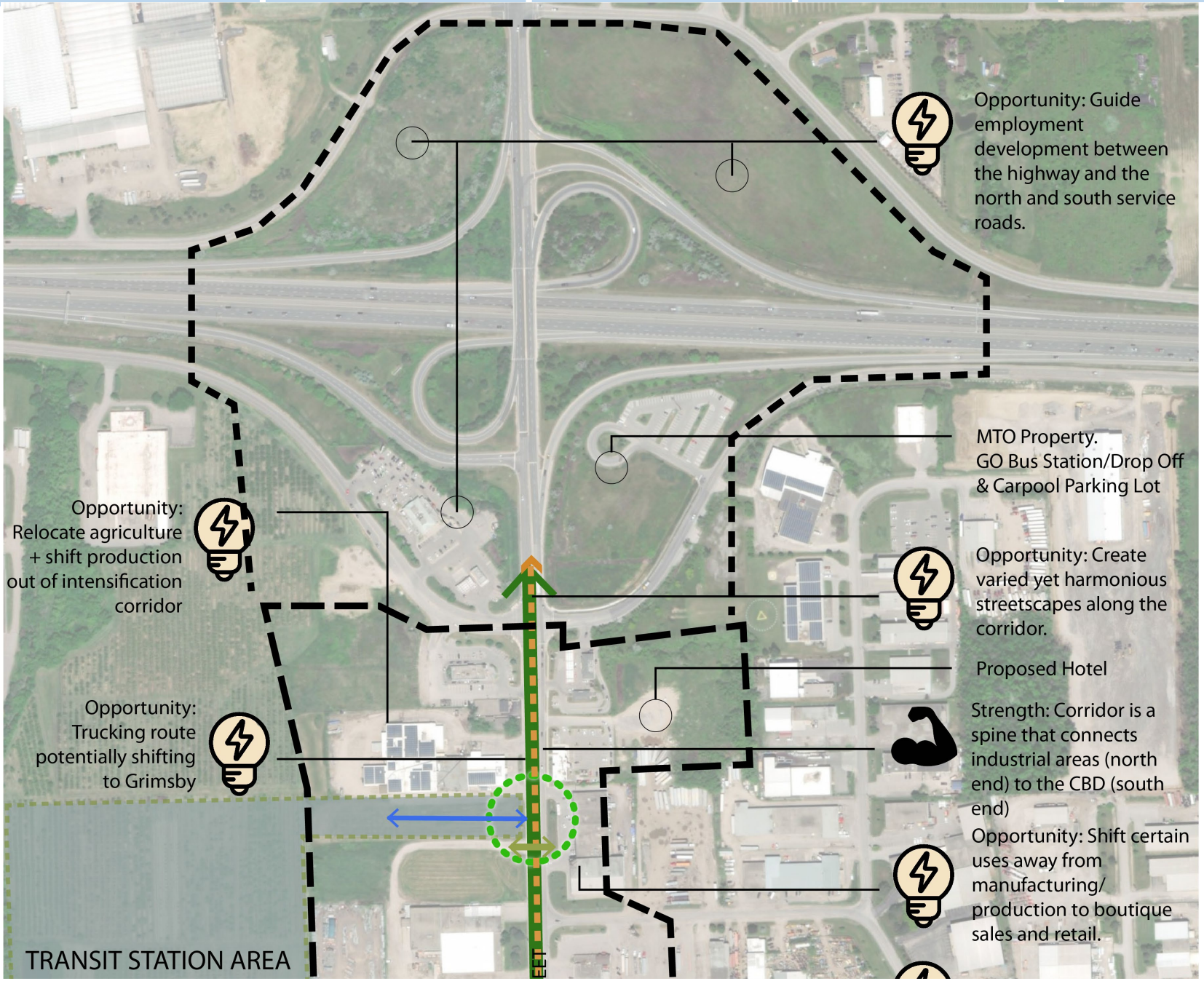
Opportunities

- Underutilized parking creates the potential to widen public realm
  - And provide cycling infrastructure
- Planned gateway at John & Alyssa to announce arrival into downtown
- Connect Greenlane cycling route to other areas
- Midblock crossing and traffic-calming measures
- Strengthen connections to/from the GO transit station area
- Implement Complete Streets along Ontario Street
- Redesign Wm. F. Rannie Square as a reinvigorated public space

Constraints

- Busy intersection at Ontario and King Street
  - vehicular congestion, tight turns for trucks, poor access/egress for LCBO nearby
- Overhead utilities pollute the streetscape and take space away from more landscaping, street trees, etc.
- Lots of through-traffic and speeding along Ontario Street

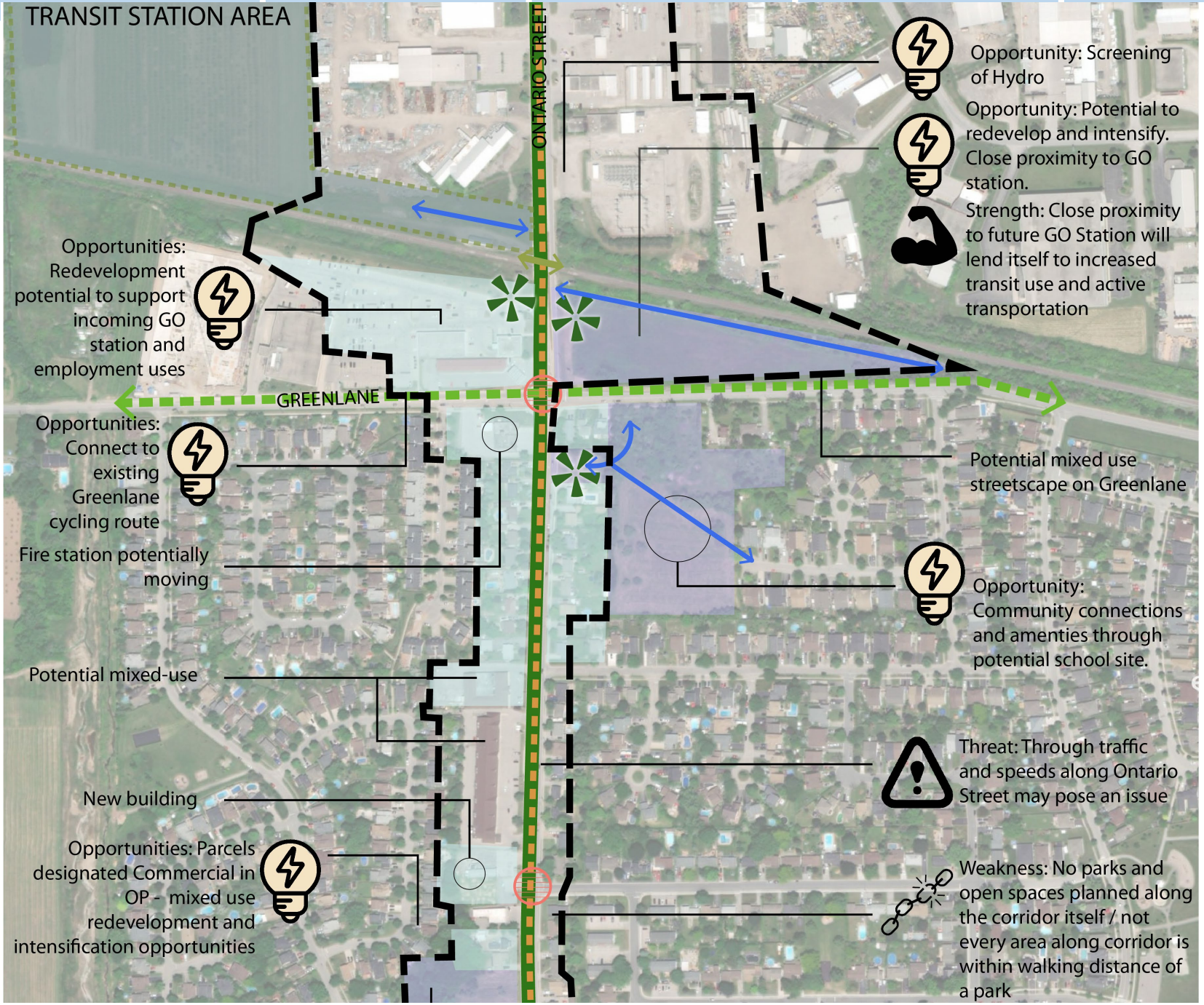
SWOT Analysis



EMPLOYMENT

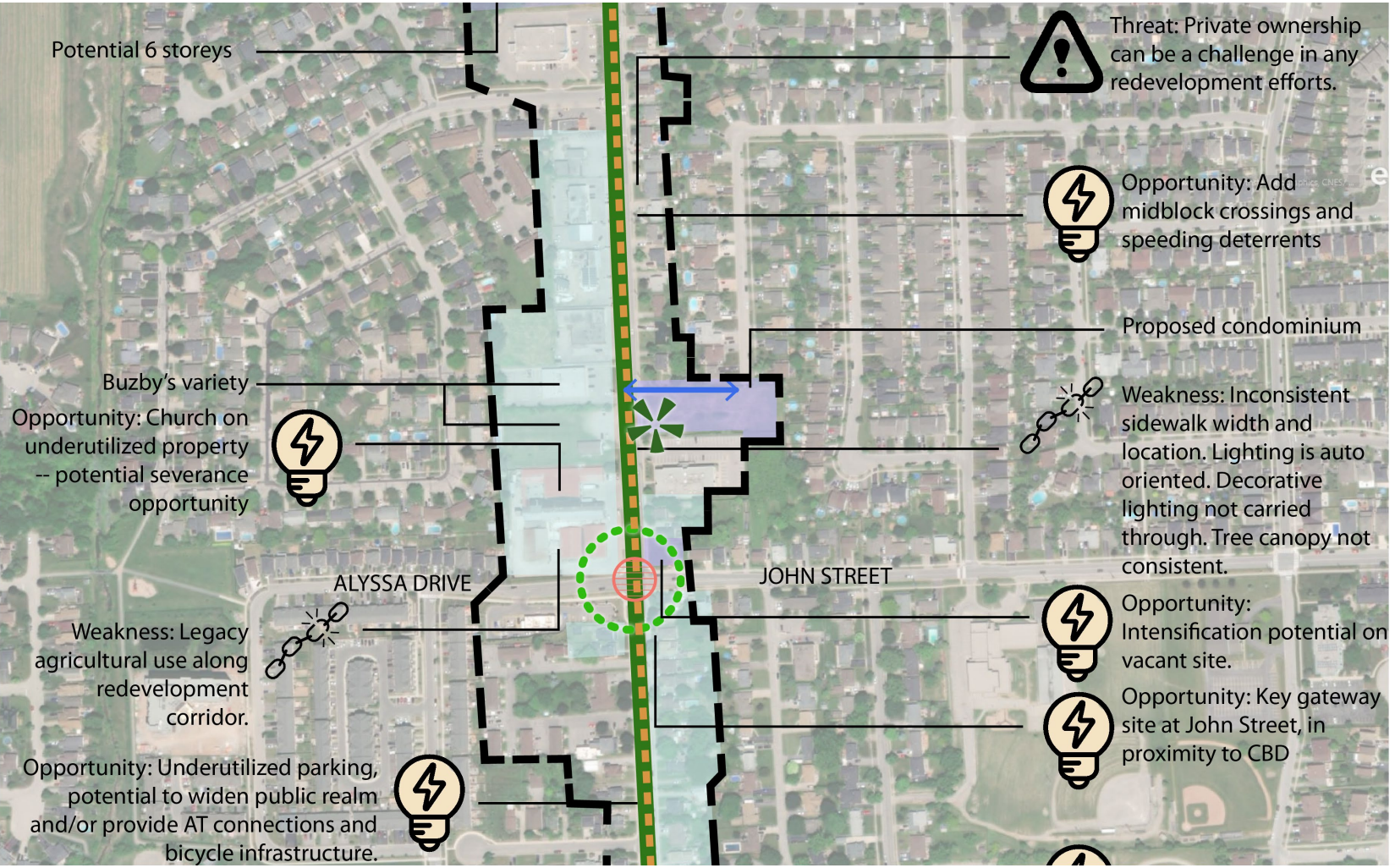
LEGEND

- Primary Study Area Boundary
- Secondary Study Area Boundary
- Vacant Lands
- Underdeveloped sites and/or potential intensification sites
- Proposed gateway location
- Busy / Challenging Intersection
- Potential Midblock Crossings
- Potential Public Open Spaces
- Greenlane Cycling Route
- Future Transit Station Connections
- Potential Pedestrian Connections
- Implement Complete Streets
- Streetscape Improvements
- Strengths
- Weakness
- Opportunities
- Threats



SWOT Analysis

SWOT Analysis



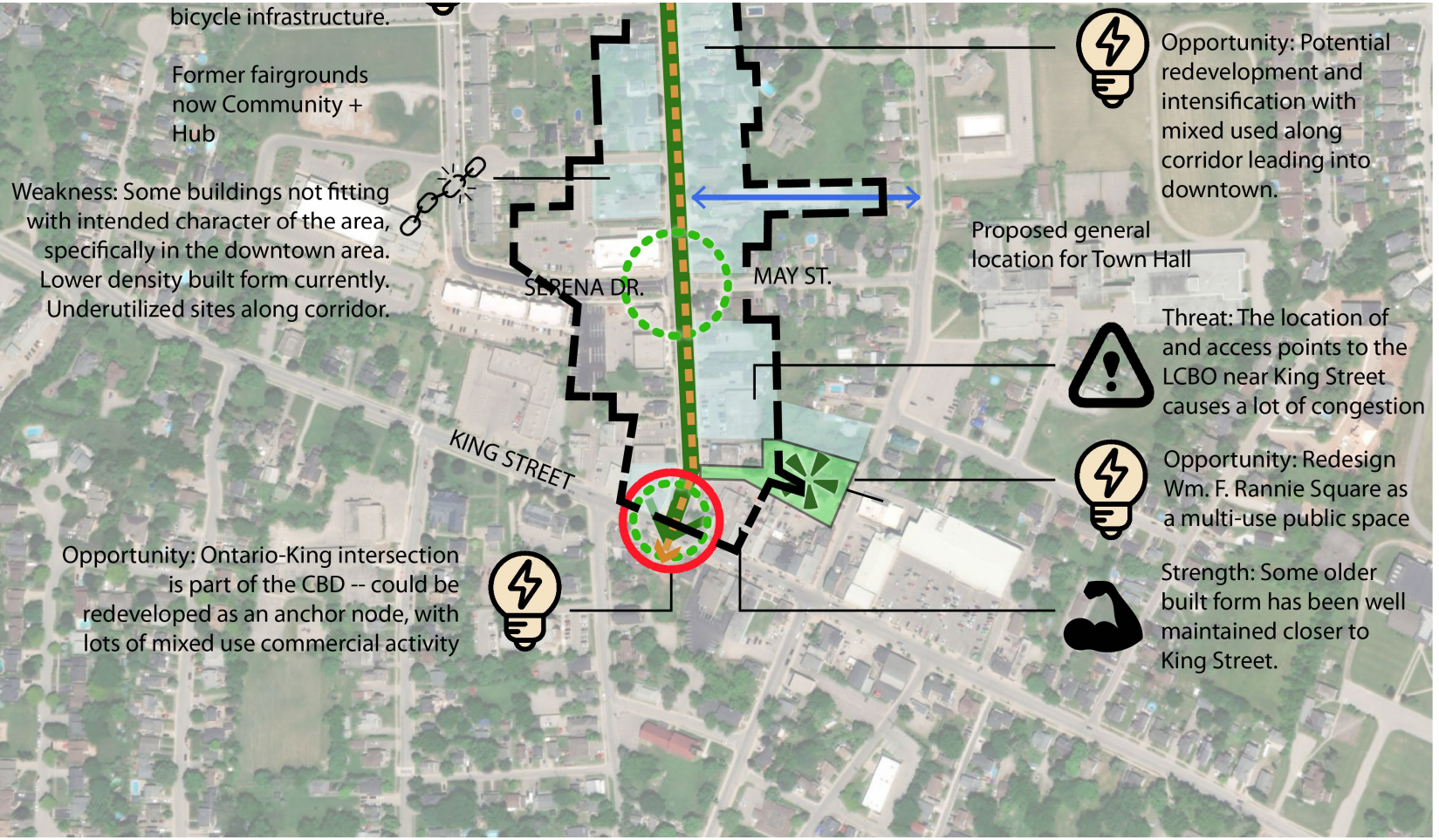
NEIGHBOURHOOD + COMMERCIAL

DOWNTOWN

LEGEND

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SWOT Analysis



LEGEND

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SWOT - Key Findings

- Opportunity for harmonious and connected streetscapes
- Redevelop and intensify along corridor to meet growth targets
- Land use evolution to respond to the incoming population and future transit station (shift certain uses out of the intensification corridor)
- Improved active transportation connections and streetscapes to achieve complete streets approach, increase safety and provide links to new and enhanced public spaces



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Interactive Activity!!



Mentimeter – Activity #3 & #4

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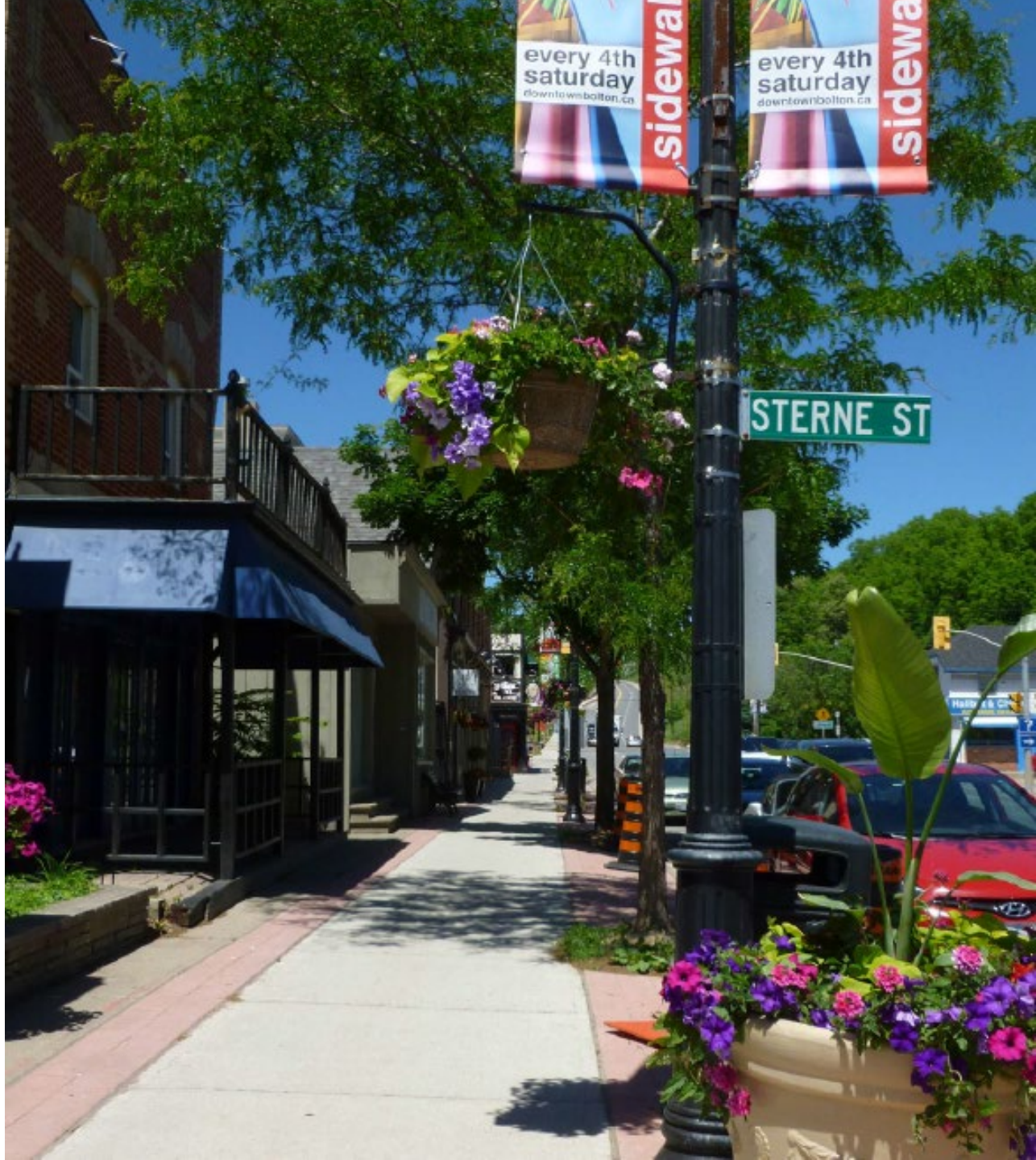
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Case Studies

Bolton – Queen Street Corridor Study

- Bolton and Lincoln are similarly sized in terms of population.
- Corridor study with a variety of different typologies as you travel through the corridor.
- Constraints in certain areas: e.g. in the downtown portion with narrower rights of way.
- Issues of speed and congestion with barriers/deterrents to movement (bridge/rail)
- Need to accommodate growth and employment while still fostering liveability and active transportation elements.
- Looked at public and private realm interventions along the corridor.



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Downtown Orillia Streetscape Master Plan

- Similarly sized population, Lincoln & Orillia.
- Similar elements: Streetscape Master Plan
- Opportunities identified include: midblock crossings; slower speeds/traffic calming' improved cycling infrastructure; surplus in parking and opportunity to rationale arrangement; transit improvements; street canopy and greening improvements; stormwater improvements; public space improvements; urban design and public art improvements etc.



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Dundas Place – My Dundas

- Urban corridor, revitalizing existing downtown street.
- Project is constructed.
- Analyzed existing conditions and overall vision of the space to allow for enhanced pedestrian environment through narrower vehicle right of way, improved furnishings and canopy/vegetation; public art and wayfinding.
- Moved heavy traffic (bus route) off corridor to make it a destination and allow for closure for public events. Similar to Lincoln in potential relocation of truck route.



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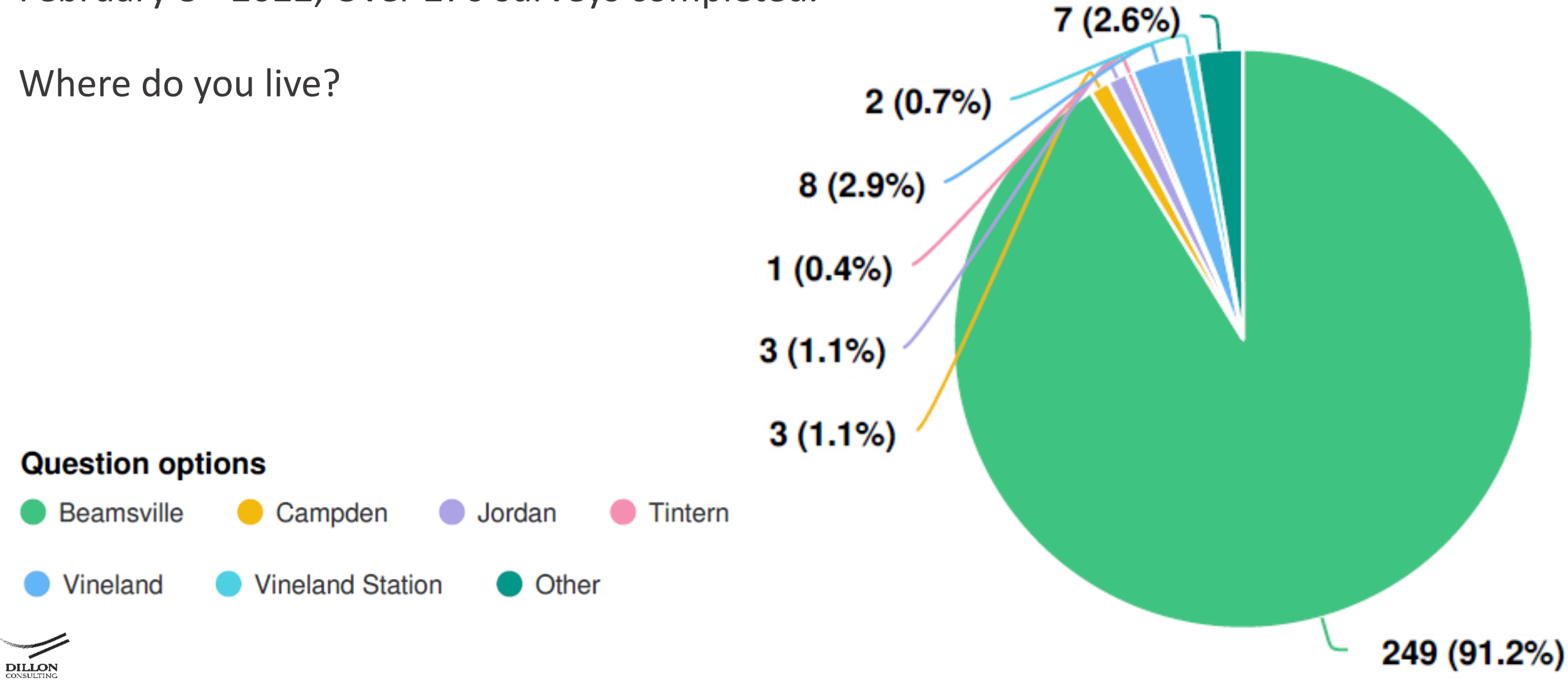
What We've Heard So Far



Online Public Survey Summary Highlights

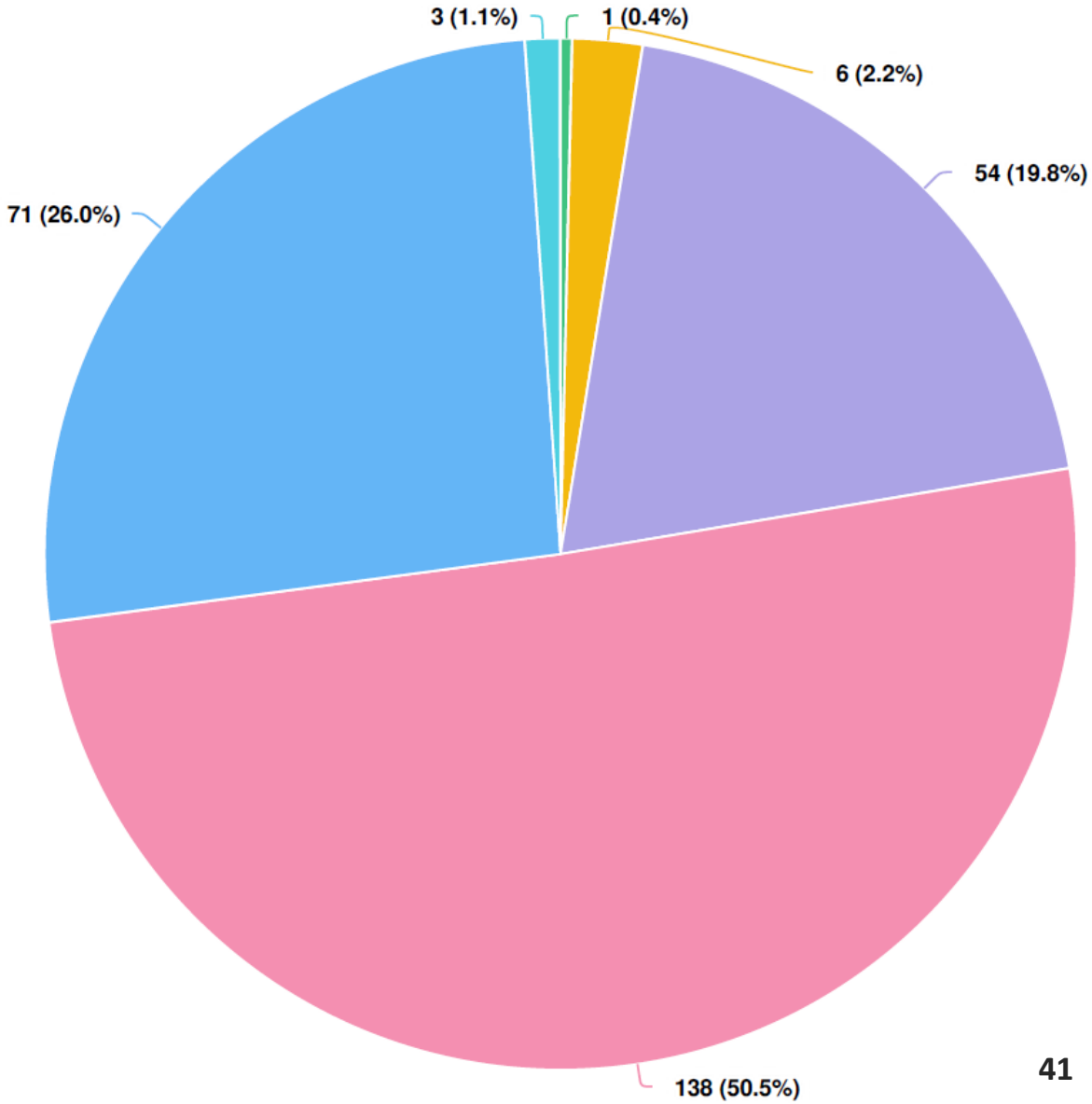
Survey will remain live until after this PIC in case you would like to fill it out. As of February 8th 2022, Over 270 surveys completed.

Where do you live?



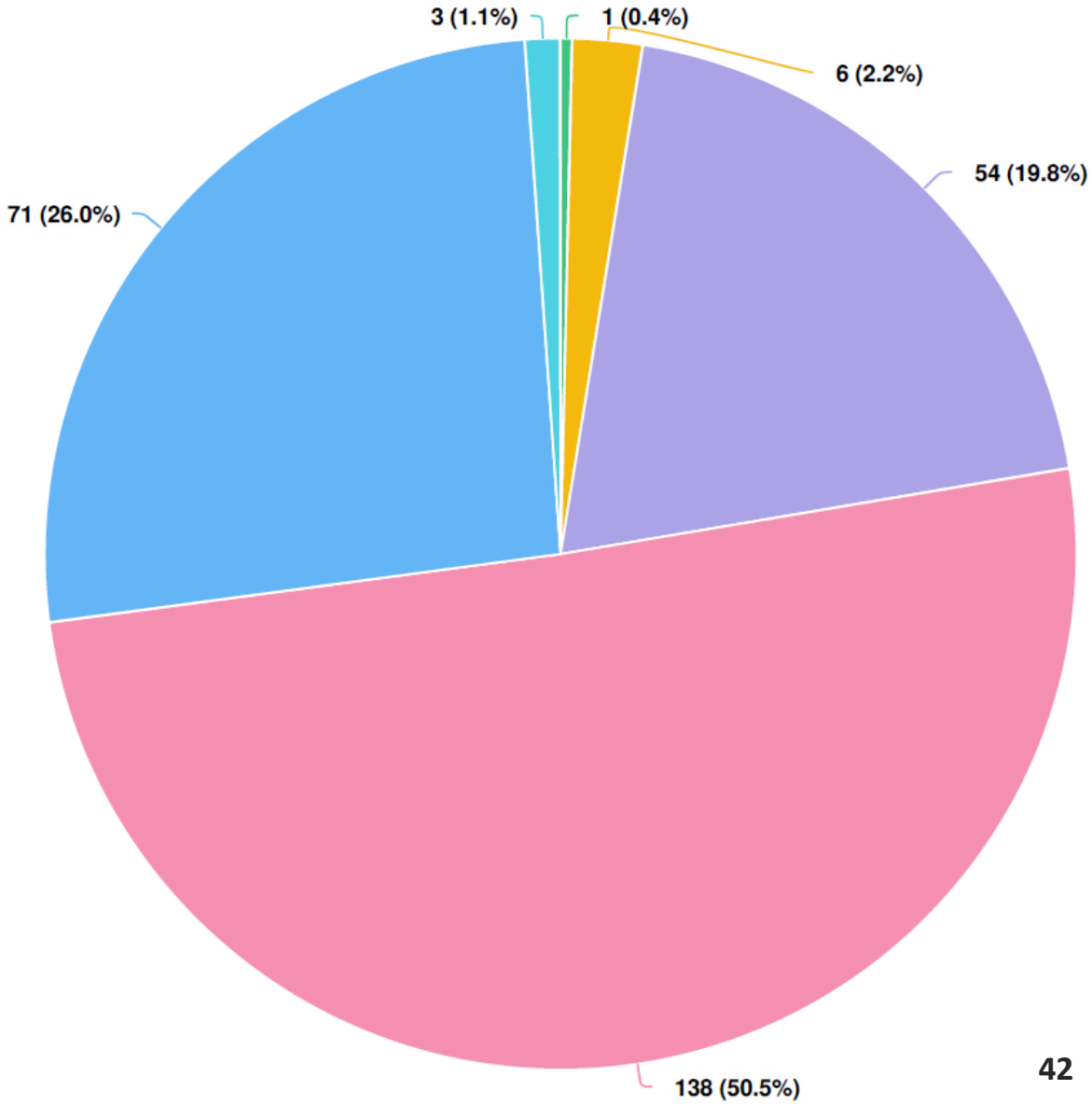
Online Public Survey Summary Highlights

What is your age range?



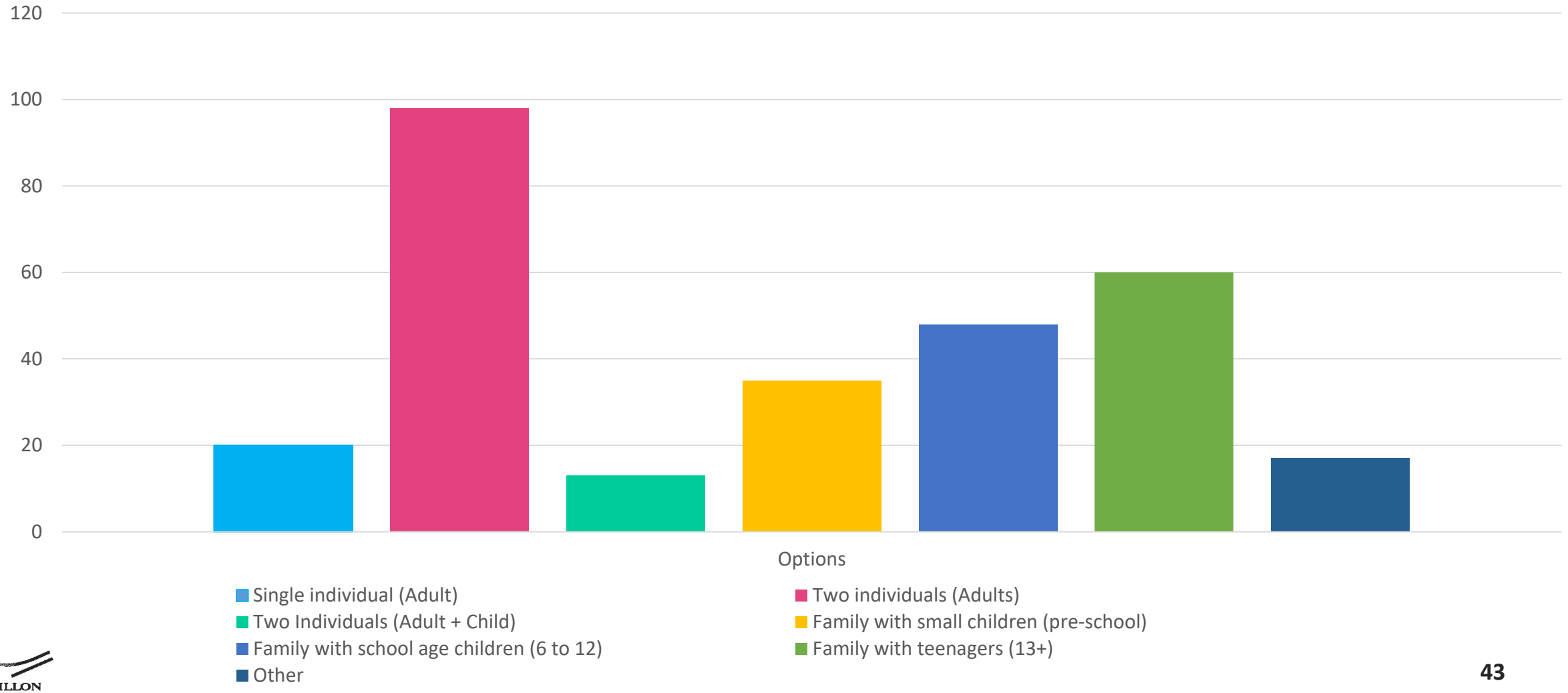
Online Public Survey Summary Highlights

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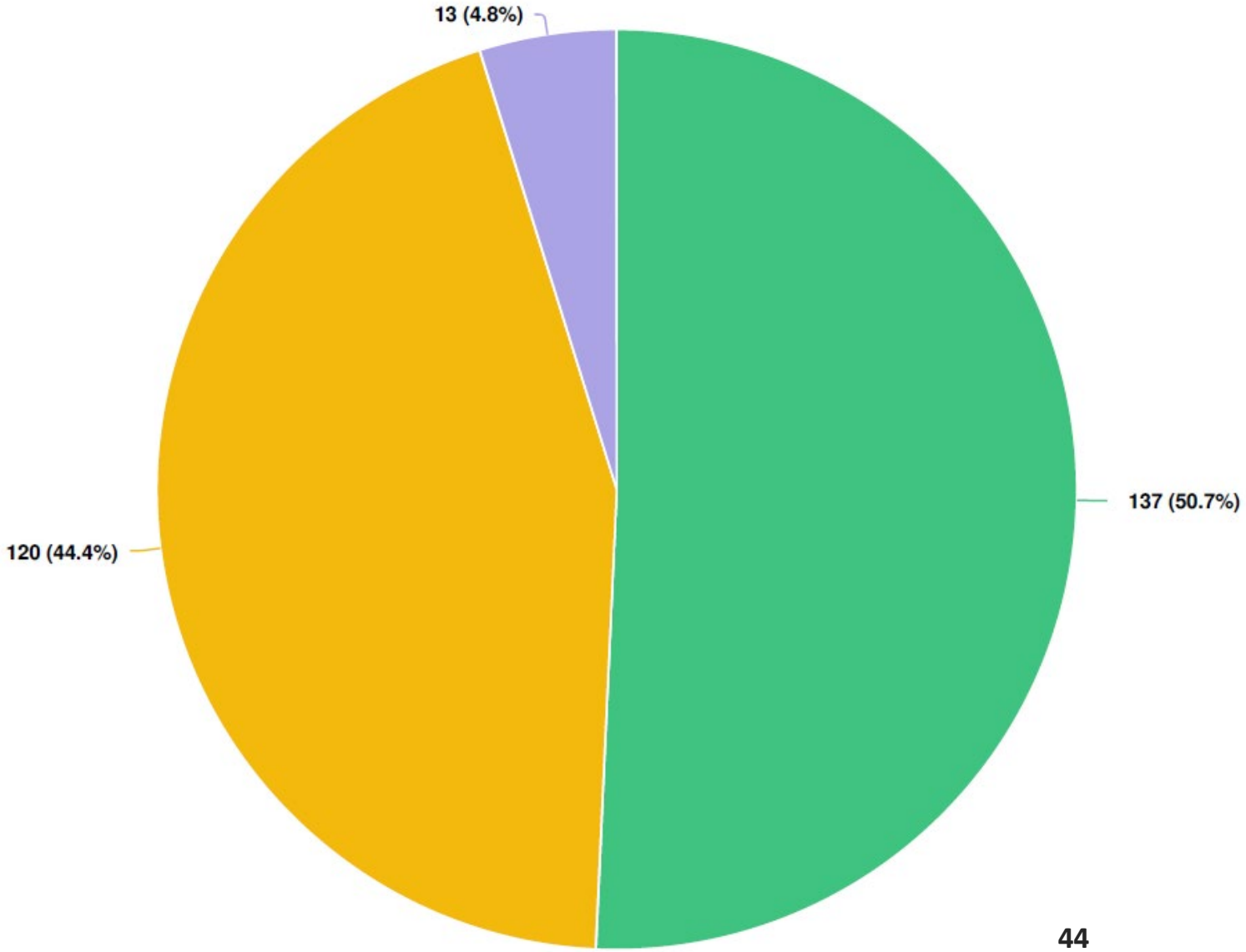
Online Public Survey Summary Highlights

How would you categorize your household?



Online Public Survey Summary Highlights

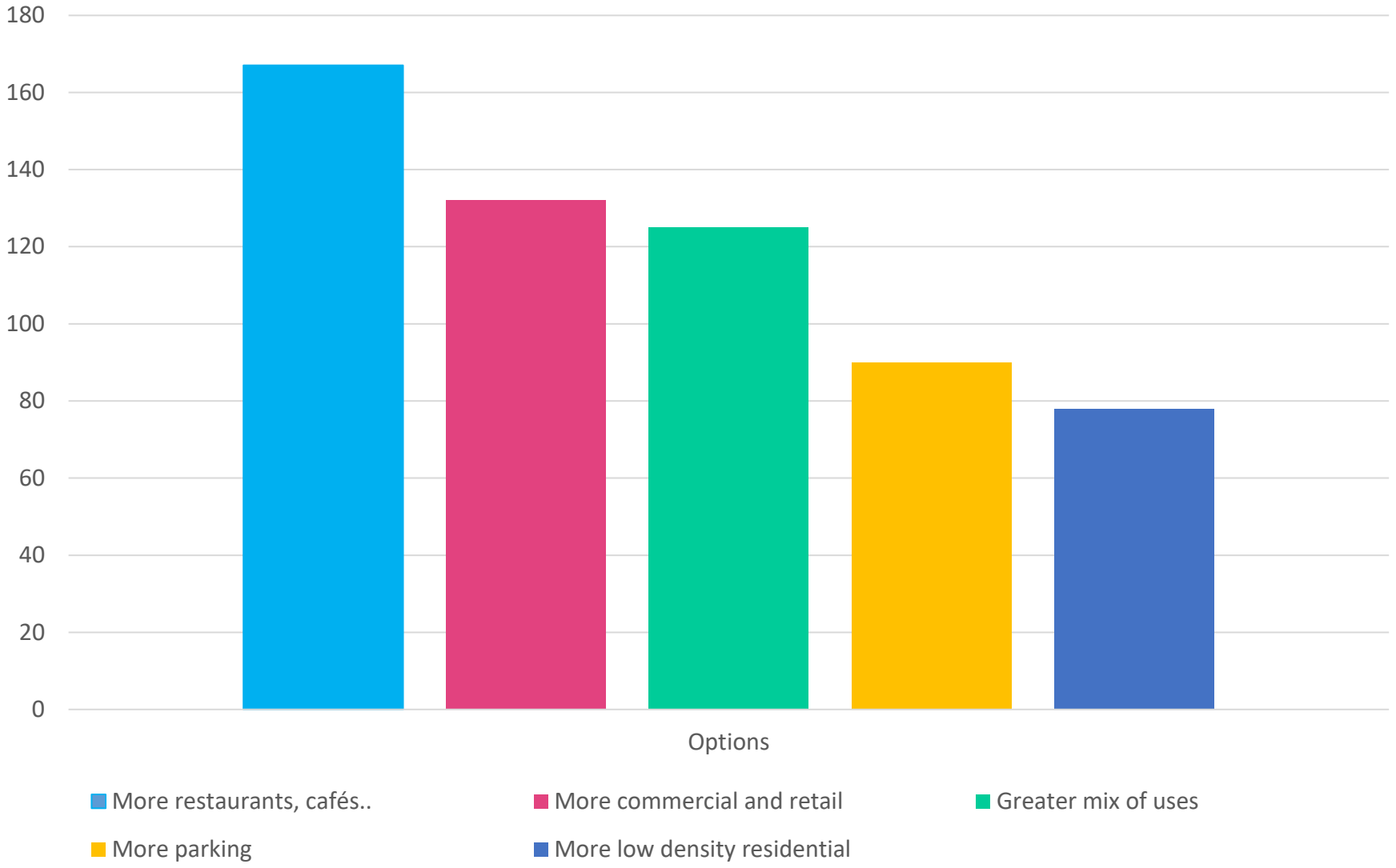
Do you live within or directly adjacent to the Study Area Boundary?



Online Public Survey Summary Highlights

Which of the following land uses, functions and built form typologies are important to you and would you like to see along Ontario Street?

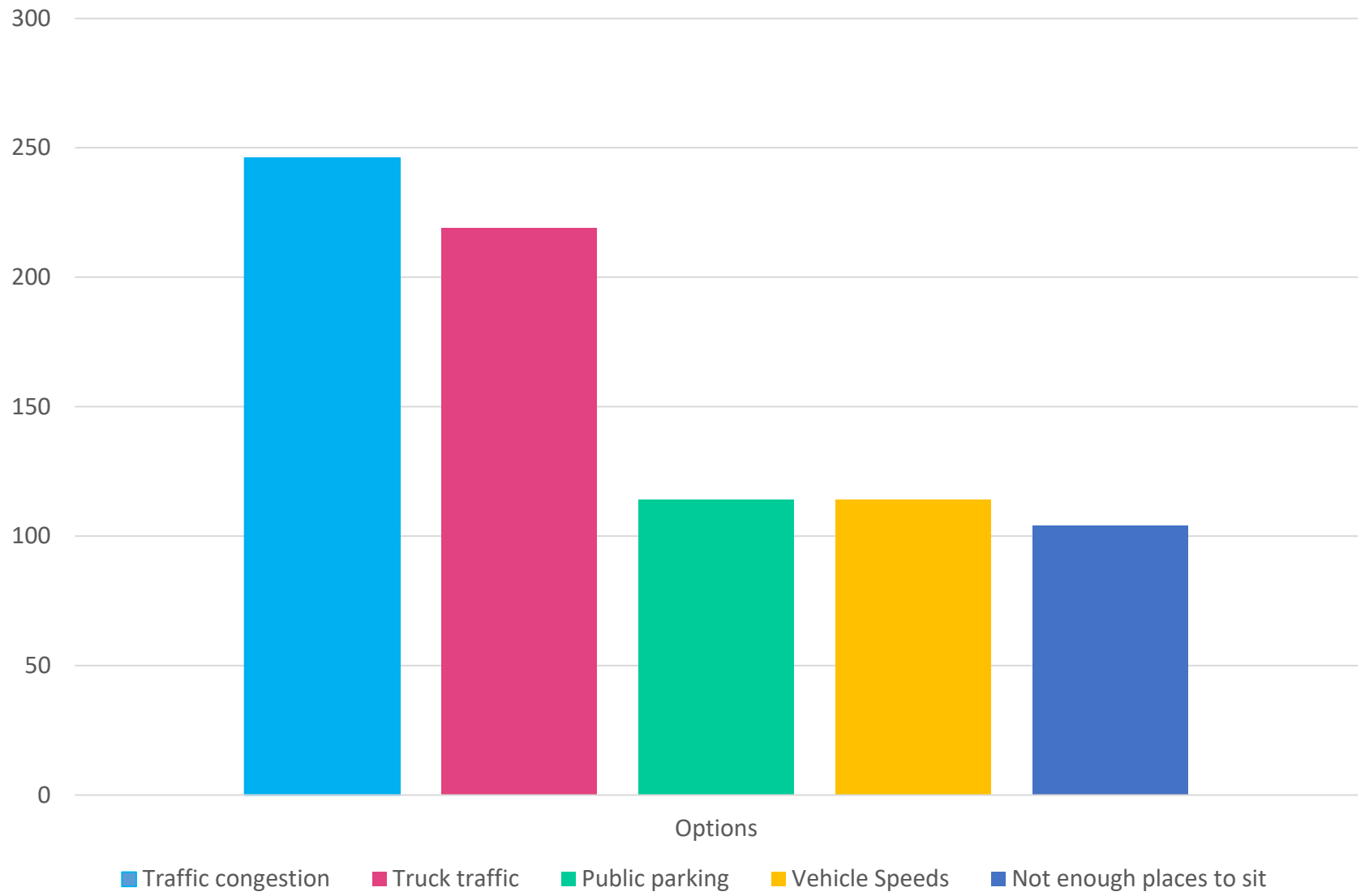
Top 5 answers



Online Public Survey Summary Highlights

In your opinion, what challenges do you see in the public realm along Ontario Street?

Top 5 answers

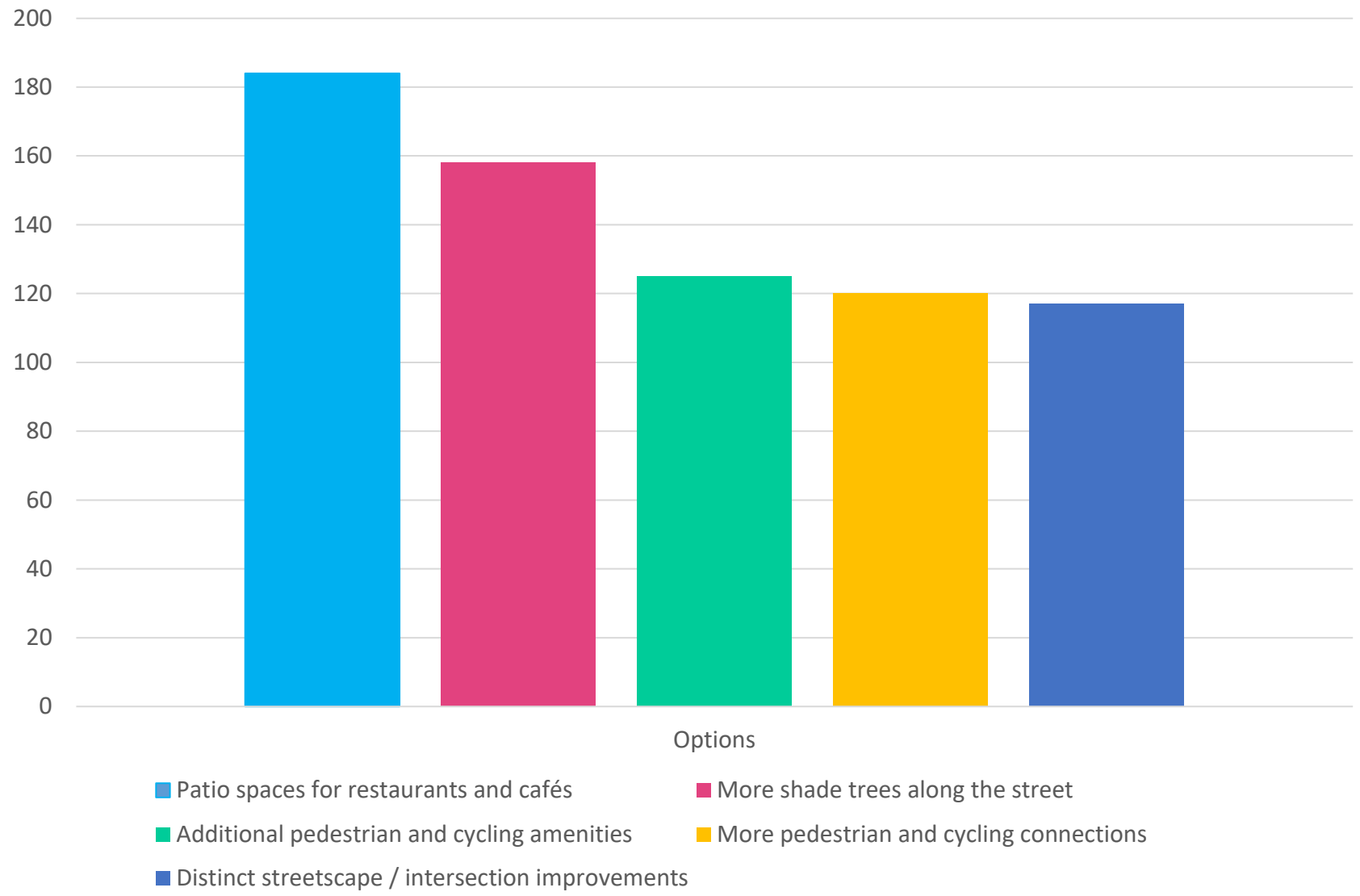


Online Public Survey Summary Highlights

Which of the following potential streetscape and public realm improvements are important to you and would you like to see along Ontario Street?

Top 5 answers

***Burying overhead utilities and more public spaces also a close 6th and 7th*



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Online Public Survey Summary Highlights

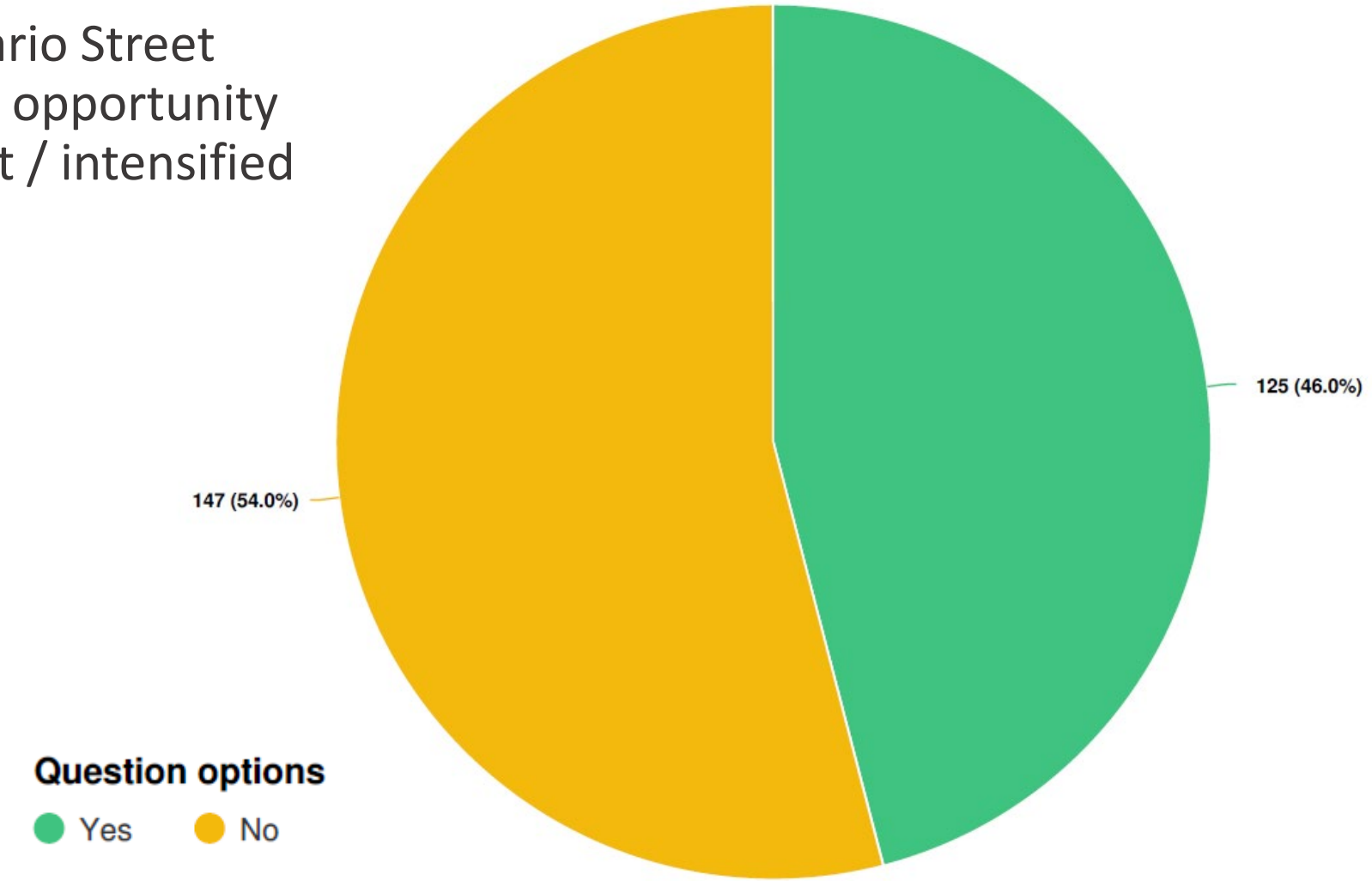
Please indicate your level of support for the following principles for the Ontario Street Vision.

Top 5 **fully supported** principles



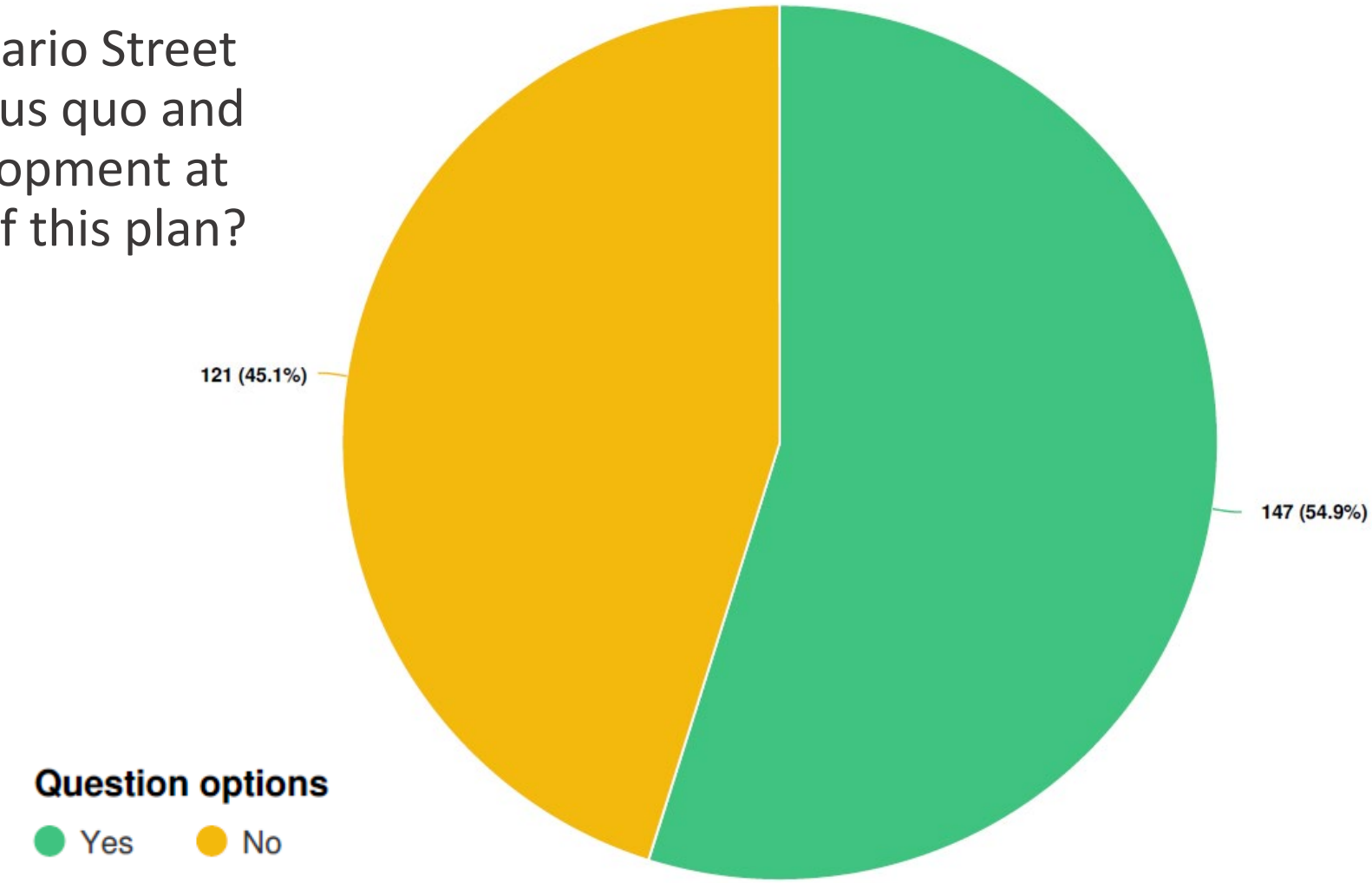
Online Public Survey Summary Highlights

Are there any sites along Ontario Street that you feel would be a good opportunity to evolve into a more compact / intensified built form in the future?



Online Public Survey Summary Highlights

Are there any areas along Ontario Street you feel should remain at status quo and not be considered for redevelopment at this time or for the duration of this plan?



Interactive Activity!!





Interactive Activity – Activity #5 & #6

We will be screen sharing a mentimeter activity to help with the initial visioning for Ontario Street.

Interactive Activity #7 - Mural – Study Area Map Opportunities

We will be screen sharing a map of the study area through a mural. Some questions to consider:

- Are there any areas where improvements should be made, where and why?
- Are there areas where improvements should be minimal, where and why?
- Please help identify to us anything that we might have missed or your feel is something important that you would like to see happen along the corridor.

Next Steps





Next Steps

Technical Work

- Preliminary Urban Design Vision and Streetscape Design
- Draft Urban Design Vision, Streetscape Master Plan (including Design Guidelines and Policy Recommendations)
- Final Urban Design Vision, Streetscape Master Plan
- Submission of Streetscape and Public Realm Implementation Package

Engagement Program

- Regional led Indigenous Engagement Program (ongoing)
- Online Public Survey (*In Progress*)
- Landowner and Business Owner Survey (*In Progress*)
- Online Public Engagement Event #1 - *February 16th 2022 (Complete)*
- Online Public Engagement Event #2 - *Date TBD*
- Online Public Engagement Event #3 - *Date TBD*

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Project Information Resources



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Julia van der Laan de Vries,

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905-9800-6000 x 3590

julia.vanderlaandevries@niagararegion.ca

Project webpage:
https://speakuplincoln.ca/ontario-street-study

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