

Greenlane Road (Phases 2 and 3) Municipal Class Environmental Assessment

Public Information Centre #1

February 22, 2024



Welcome

- Welcome to the Public Information Centre #1 for the Greenlane Road Project.
- We encourage your input and feedback on this information package by **March 8, 2024.**
- Comments will be collected under the Municipal Freedom of Information and Protection of Privacy Act and with the exception of personal information, will become part of the public record.



Review this information package



Provide comments and feedback on this package



Join the study mailing list or contact the Project Team



Land Acknowledgment

- Niagara Region is situated on treaty land.
- This land is steeped in the rich history of the First Nations such as the Hatiwendaronk, the Haudenosaunee, and the Anishinaabe, including the Mississaugas of the Credit First Nation.
- There are many First Nations, Métis, and Inuit peoples from across Turtle Island that live and work in Niagara today.
- The Town of Lincoln stands with all Indigenous peoples, past and present, in promoting the wise stewardship of the lands on which we live.



Council Priorities & Community Vision



Welcoming and Connected

- This project supports the Council Priorities of being a Connected and Resilient Community.
- It supports our community vision of being a Place to Grow, a Place to Prosper, a Place to Belong.



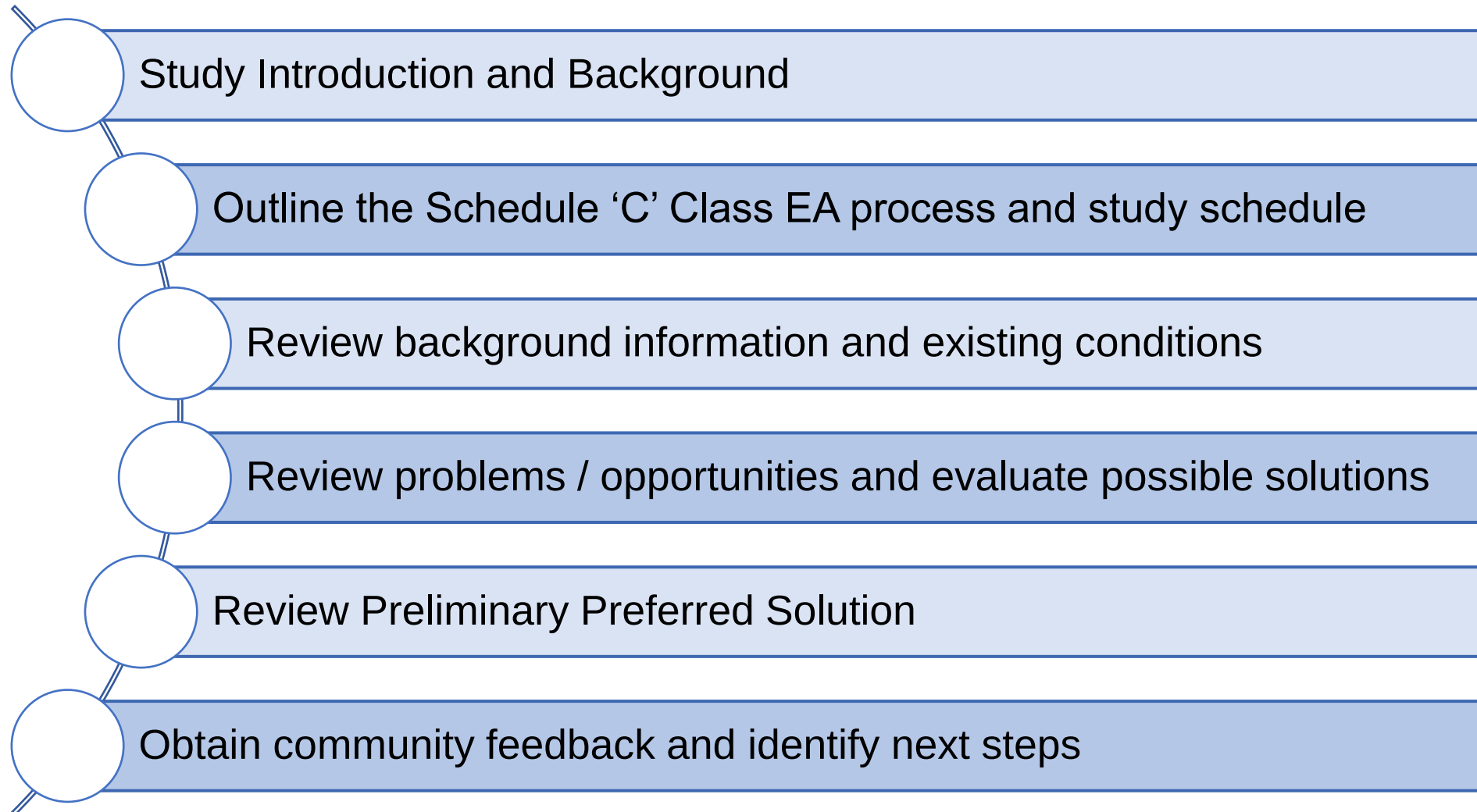
Vibrant and Prosperous



Responsible and Resilient



Purpose of the Public Information Centre

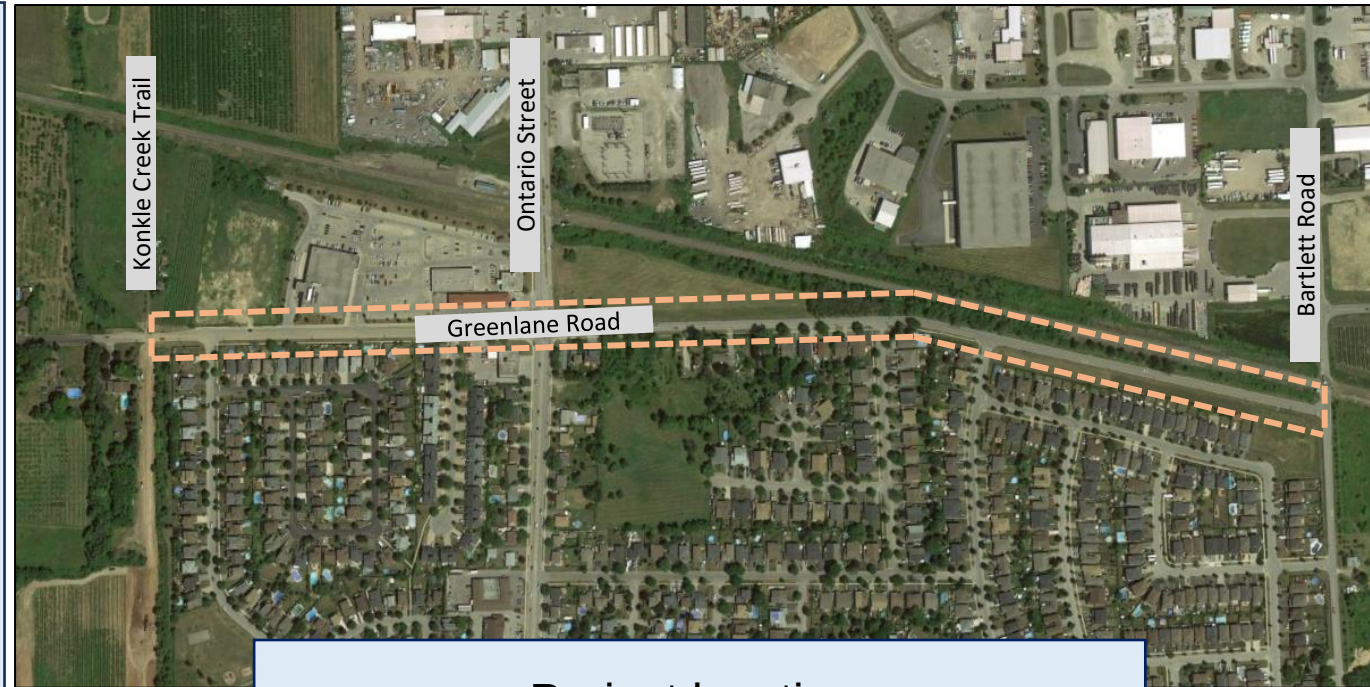


Study Purpose / Objectives

The Town of Lincoln has initiated a Schedule ‘C’ Municipal Class Environmental Assessment (MCEA) Study to consider potential solutions for reconstructing **Greenlane Road** within the Beamsville urban boundary.

Study Objectives:

- Identify improvements along Greenlane Road to accommodate intensification from planned future development in the area;
- Upgrade Greenlane Road to support the "complete streets" approach by providing dedicated space for all modes of transportation;
- Provide enhanced active transportation facilities and connections to create a safe, comfortable and connected walking and cycling network in the area; and,
- Create an attractive streetscape / landscape environment to define the character of the Beamsville area.

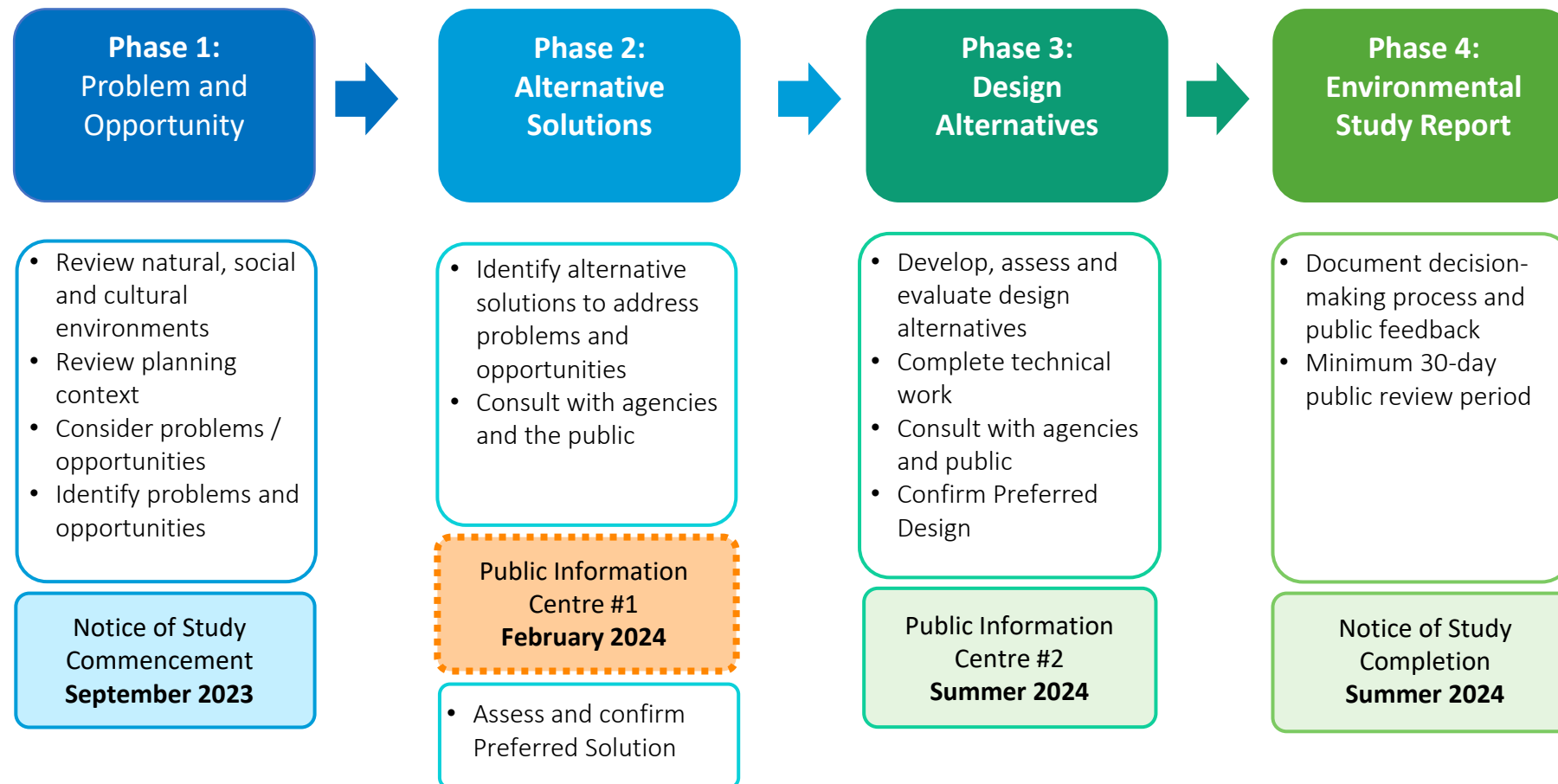


Project location:
Greenlane Road between the west urban boundary limit (Konkle Creek Trail) and Bartlett Road



Study Process and Schedule

The Municipal Class Environmental Assessment (MCEA) is a planning and approval process for municipal infrastructure that follows Ontario's Environmental Assessment Act. This Study is carried out as a Schedule 'C' MCEA Process.



Planning and Policy Context (Provincial)

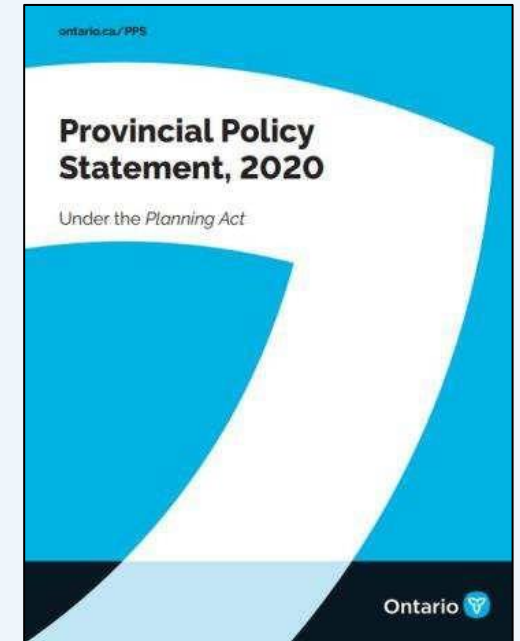
A Place to Grow: Growth plan for the Greater Golden Horseshoe (Consolidated 2020)

- Provides guidance for the planning and management of transportation systems for Greater Golden Horseshoe
- Provides planning direction for well-connected transportation networks including public transit and active transportation facilities



Provincial Policy Statement (2020)

- Provides planning direction for multi-modal transportation system, and Cultural Heritage Landscapes and Archaeological Resources
- Provides direction to consult with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources



Planning and Policy Context (Municipal)

Local Planning Document

Purpose

Key Takeaways for Greenlane Road

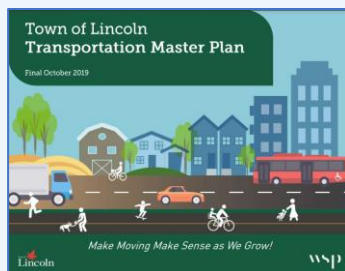
**Official Plan*
Amendment # 4 –
Beamsville GO
Transit Station
Secondary Plan
(2018)**



Provides a vision and planning framework to guide future transit-supportive development and redevelopment in the Beamsville Area

- Recommends ‘complete streets’ design for Greenlane Road to be accommodated within a widened 23 metre right-of-way
- Streetscape and landscape improvements
- Enhanced active transportation facilities / connections

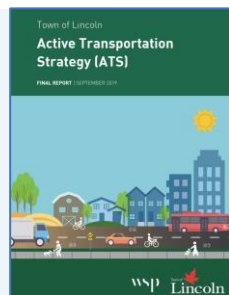
**Transportation
Master Plan
(2019)**



Provides a blueprint for future decision making, planning, design, operations and maintenance of the Town’s transportation network until the year 2031 and beyond

- Recommends roadway improvements along Greenlane Road from King Street to Victoria Avenue

**Active Transportation
Strategy (2019)**



Guides transportation decisions with a focus on providing alternative forms of transportation to Town’s residents and visitors

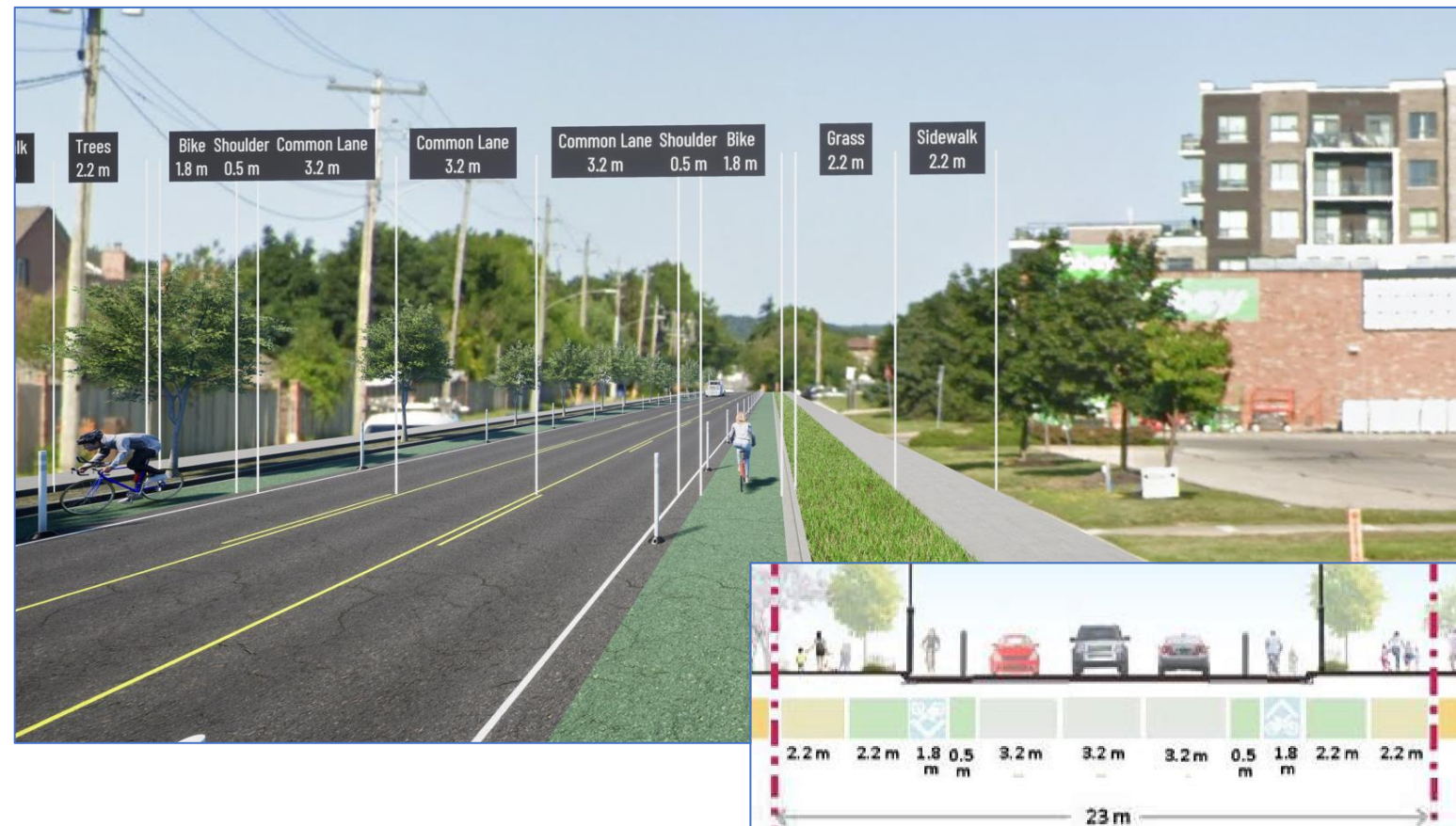
- Identifies Greenlane Road as a key east-west active transportation link



Proposed Greenlane Road Cross-Section - Beamsville GO Transit Station Secondary Plan

The proposed cross-section elements for Greenlane Road under the Secondary Plan include:

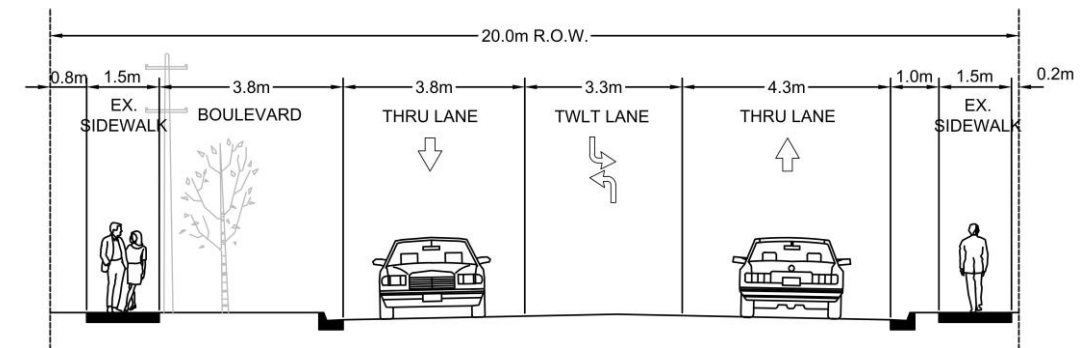
- Pedestrian sidewalk and protected bike lanes on both sides of the street;
- A planting / furnished edge zone on both sides;
- One travel lanes in each direction with centre turning lane; and,
- Feature paving used to delineate areas of pedestrian priority at the intersection with Ontario Street.



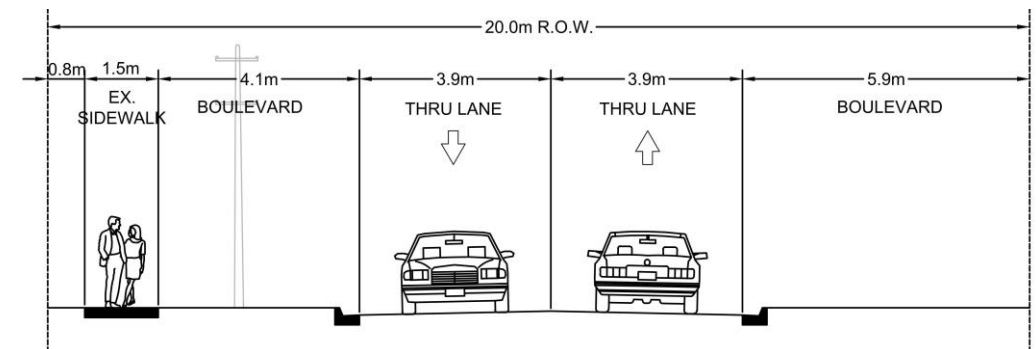
Existing Conditions – Roadway

Key existing features include:

- Pedestrian sidewalk on both sides of the street, west of Ontario Street. Sidewalk only on south side east of Ontario Street;
- Two lane roadway (one per direction) with a two-way left-turn lane provided west of Ontario Street;
- Roadway is in an urban cross-section (i.e., curbs and gutters) and is in poor condition;
- Hydro distribution line runs along south side of right-of-way (ROW)



Greenlane Road west of Ontario Street



Greenlane Road east of Ontario Street



Existing Conditions – Natural Environment

- A **Natural Heritage Assessment** is on-going. One site visit was completed in fall 2023 to understand the existing conditions.
- Two additional site investigations are planned for the spring and summer 2024 to assess the aquatic features, classify vegetation communities, and record breeding bird activity.
- Majority of the study area is developed with residential and commercial properties, along with areas of agricultural lands, and narrow woodlands.
- The study area crosses six watercourses, including Konkle Creek, Thirty Mile Creek, and Bartlett Creek, as well as several unnamed tributaries, all of which are listed as fish bearing.
- No Species at Risk plants were observed within the right of way during the first visit.



Existing Conditions – Archaeology

- A **Stage 1 Archaeological Assessment (AA)** has been completed.
- The assessment concluded:
 - Majority of the study area has either been previously disturbed or subject to previous assessments; hence does not require further assessment;
 - There is some archeological potential within study area that would require a Stage 2 AA if disturbed by proposed works.



Existing Conditions - Cultural Heritage & Transportation

- A **Cultural Heritage Assessment** has been completed.
 - One property was identified to have 'potential' Cultural Heritage Value or Interest (CHVI) for its design and/or physical value.
 - The property is currently not listed on the Town's Heritage Register.
 - Due to its location outside of the anticipated construction limits, no direct impacts are anticipated.
- A **Transportation Analysis** is being completed to understand the projected traffic / transportation conditions along Greenlane Road by 2041.
 - Preliminary findings of the analysis include:
 - No additional through-lanes are required along Greenlane Road;
 - No modifications are required at un-signalized intersections along Greenlane Road;
 - Greenlane Road / Ontario Street intersection is expected to experience long queues and delays in the future. Intersection improvements will need to be coordinated with potential future regional improvements.



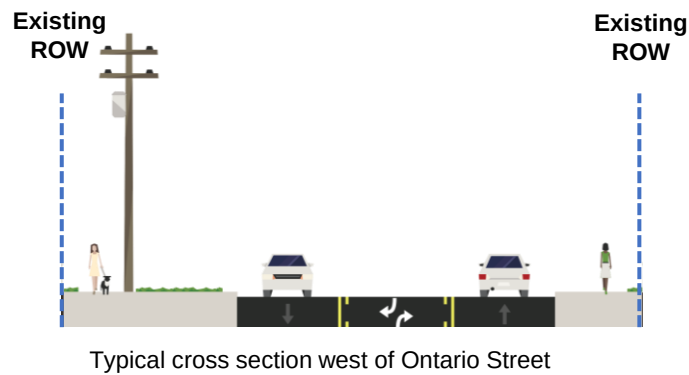
Problem and Opportunity Statement

- Greenlane Road within the urban boundary in Beamsville (Konkle Creek Trail to Bartlett Road) is experiencing significant infill development and is in poor condition. In future, this corridor will experience high travel demand resulting from significant development growth in the area, including the recently built West Niagara Secondary School on King Street, and the future GO Station on Ontario Street.
- The above observations are in line with the Town's Beamsville GO Transit Station Secondary Plan which recommended upgrades to Greenlane Road, within a widened (23 m) right-of-way, to implement a 'complete streets' design approach to accommodate intensification in the area and provide residents access to the area through all modes of transportation.
- In addressing infrastructure needs for the increased travel demand, there is an opportunity to consider the transportation needs of the corridor, provide enhanced active transportation facilities and connections, as well as streetscaping / landscaping enhancements in the area.
- The Town of Lincoln is undertaking a Municipal Class Environmental Assessment Study to consider cross-section improvements and right-of-way widening to address the above-noted concerns.



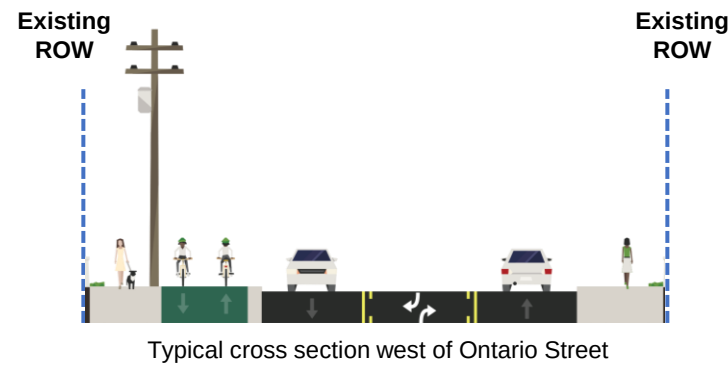
Alternative Planning Solutions

Solution 1: Do Nothing



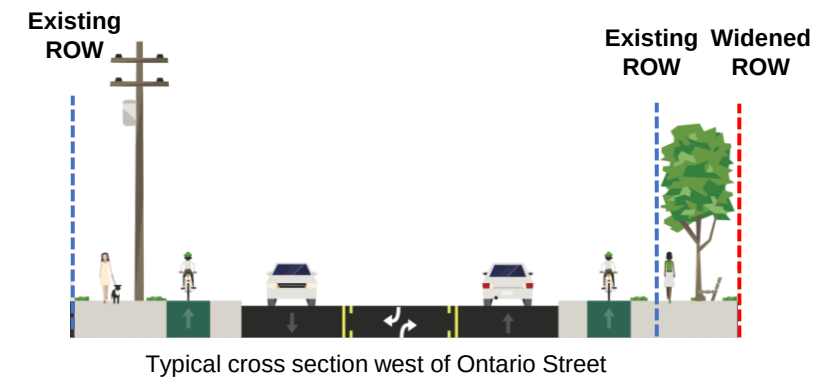
- Greenlane Road would remain 'as-is' within the study limits
- Sidewalks both sides
- Cycling on-road (signed route)

Solution 2: Improvements within Existing (20 m) Right-of-way



- Improvements within the existing 20 m right-of-way, avoiding property impacts, however, with limited or reduced active transportation improvements and little-to-no opportunity for landscaping/streetscaping

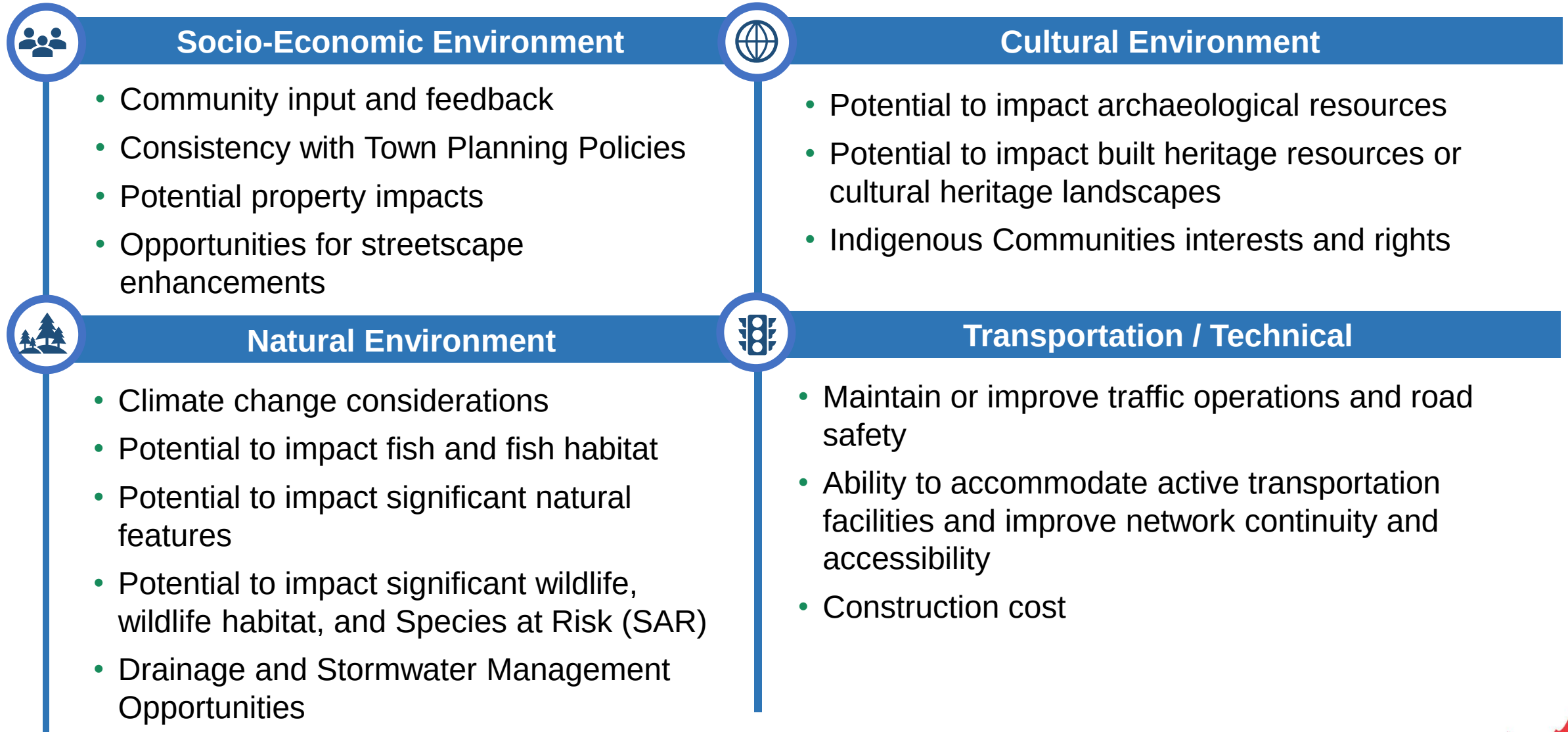
Solution 3: Improvements within a Widened (23 m) Right-of-way



- Improvements within the widened 23 m right-of-way, per Official Plan and Beamsville Go Secondary Plan
- Some developments along Greenlane have already accounted for wider (23 m) right-of-way
- Cross-section (active transportation facilities and landscaping/streetscaping) to be confirmed in next phase of study



Factors for Assessment and Evaluation



Alternative Solutions Evaluation Summary

Alternative Solutions	Key Considerations	Address Problems and Opportunities?
Solution 1: Do Nothing	• Not consistent with Town’s planning policies • Does not address future transportation network needs to support planned intensification in the area	✗
Solution 2: Improvements within existing (20 m) Right-of-way	• Not consistent with Town’s planning policies • Limited active transportation improvements • Little-to-no opportunities for streetscape / landscape enhancements	✗
Solution 3: Improvements within widened (23 m) Right-of-way	• Consistent with Town’s planning policies • Opportunity to provide enhanced active transportation facilities and connections to create a comfortable, safe, and convenient pedestrian and cycling network • Opportunity for streetscape / landscape enhancements to define the character of the Beamsville area and improve public realm	✓



Recommended Planning Solution

Solution #3 (Improvements within widened (23 m) right-of-way)

is the recommended planning solution for Greenlane Road for the following reasons:

- Addresses future transportation network needs by providing dedicated space for all modes of transportation;
- Accommodates future increased travel demand resulting from planned development growth in the area;
- Provides enhanced active transportation facilities and connections; and,
- Provides streetscape / landscape enhancements to improve public realm and define the character of the Beamsville area.



Design Alternatives

Three roadway widening design alternatives will be developed for Solution #3 to explore options to minimize impacts to existing businesses and residences, constructability and cost.

- **Alternative 1:** Widen to the north
- **Alternative 2:** Widen about the centreline
- **Alternative 3:** Best-fit alignment

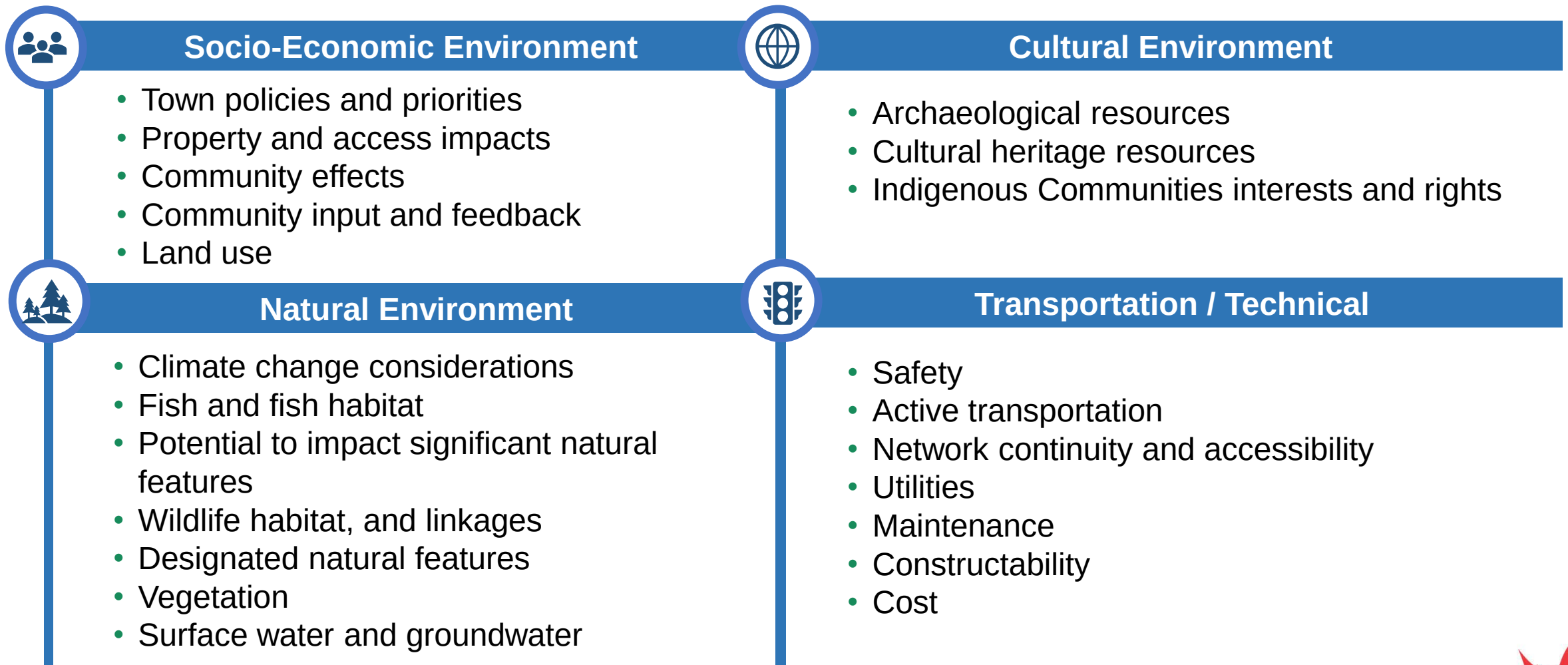
Design Considerations and Constraints:

- Meet all current standards (design, accessibility, safety, etc.)
- Avoid or minimize impacts to private property
- Ensure compatibility with adjacent roadway projects and developments
- Create an efficient and desirable cycling and pedestrian environment



Evaluation Criteria – Design Alternatives

Design alternatives will be assessed against a set of detailed evaluation criteria, which are listed below. The evaluation and the identified preferred design will be presented at the next Public Information Centre (PIC #2).



Complete Streets Cross-section Alternatives

Road Cross Section (General):

- 23 m right-of-way, urban cross-section with curb and gutter
- One travel lane in each direction with centre left-turn lanes
- Active transportation facilities to accommodate cycling and walking

Alternative	Features
Alternative A	• Existing sidewalk on the south side • Multi-Use Path (MUP) on the north side • Cyclists to use MUP • Boulevard on the north side can be modified to accommodate on-street parking where desired
Alternative B	• Existing sidewalks on both sides • Cycle track on both side • Boulevard on the north side can be modified to accommodate on-street parking where desired
Alternative C	• Existing sidewalk on the south side • Cycle tracks on both sides • MUP on the north side • On-street parking likely not feasible



Next Steps / Questions

- We encourage your input and feedback on this information package by **March 8, 2024**
- Review comments received and update preliminary plan, as appropriate
- Evaluation of design alternatives
- Present the preliminary preferred alternative at PIC #2 in Summer 2024
- For more information on the project or if you would like to be added to the study mailing list, please contact:

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