

# **PUBLIC INFORMATION CENTRE**

## **ANGELINE STREET NORTH CORRIDOR**

**Colborne Street West to Roosevelt Street  
Town of Lindsay**

**Municipal Class Environmental Assessment**

**May 9<sup>th</sup>, 2024  
5:00 p.m. to 7:00 p.m.**



# WELCOME TO PUBLIC INFORMATION CENTRE #2

## The Purpose of Public Information Centre (PIC) #2:

- To summarize PIC #1, including the concerns and issues brought forward by the public;
  - To present the preliminary preferred alternative; and,
  - To provide an opportunity for the public to discuss and provide further comments on the project.
- 

**We encourage you to speak to representatives from the City and Ainley Group during the PIC, and to fill out a comment sheet following your review of display materials.**

**Please be sure to sign-in before proceeding.**

# METHODS OF COMMUNICATION

## Public Information Centre #2

- ✓ Notices provided to regulatory agencies that may have potential interest in the project.
- ✓ Notices provided to local residents that may have potential interest in the project.
- ✓ Notices provided to potentially affected Indigenous Groups.
- ✓ Notices provided to emergency services, local school boards, and student transportation services.
- ✓ Posted on the City of Kawartha Lakes website.

## Notice of Study Completion/Posting of Project File Report

- To be published on the City of Kawartha Lakes website at the completion of the study.
- Posting will identify 30-day review period of Project File Report and locations where documentation will be made available at the end of the Municipal Class Environmental Assessment (MCEA) process for public and stakeholder review/comment.



# PROJECT LOCATION PLAN





# PROBLEM AND OPPORTUNITY STATEMENTS

## Problem Statement

The City of Kawartha Lakes is projected to be home to an estimated **100,000 residents by 2031**, which is an anticipated **increase of 33%** from 2011 population values.

As a result of the projected growth, the 2012 Transportation Master Plan identified transportation **capacity constraints** on Kent Street West and Colborne Street West, and recommended improvements to mitigate them. Stand-alone corridor and MCEA studies for these intersections provided preferred intersection improvements which are being considered as part of the current study for the Angeline Street North corridor.

## Opportunity Statement

The Angeline Street North corridor is being reviewed for potential vehicular traffic improvements to meet the projected 2031 traffic demands. In addition, opportunities to incorporate access, improve safety, and enhance other modes of transport for existing and future residents, will also be reviewed.

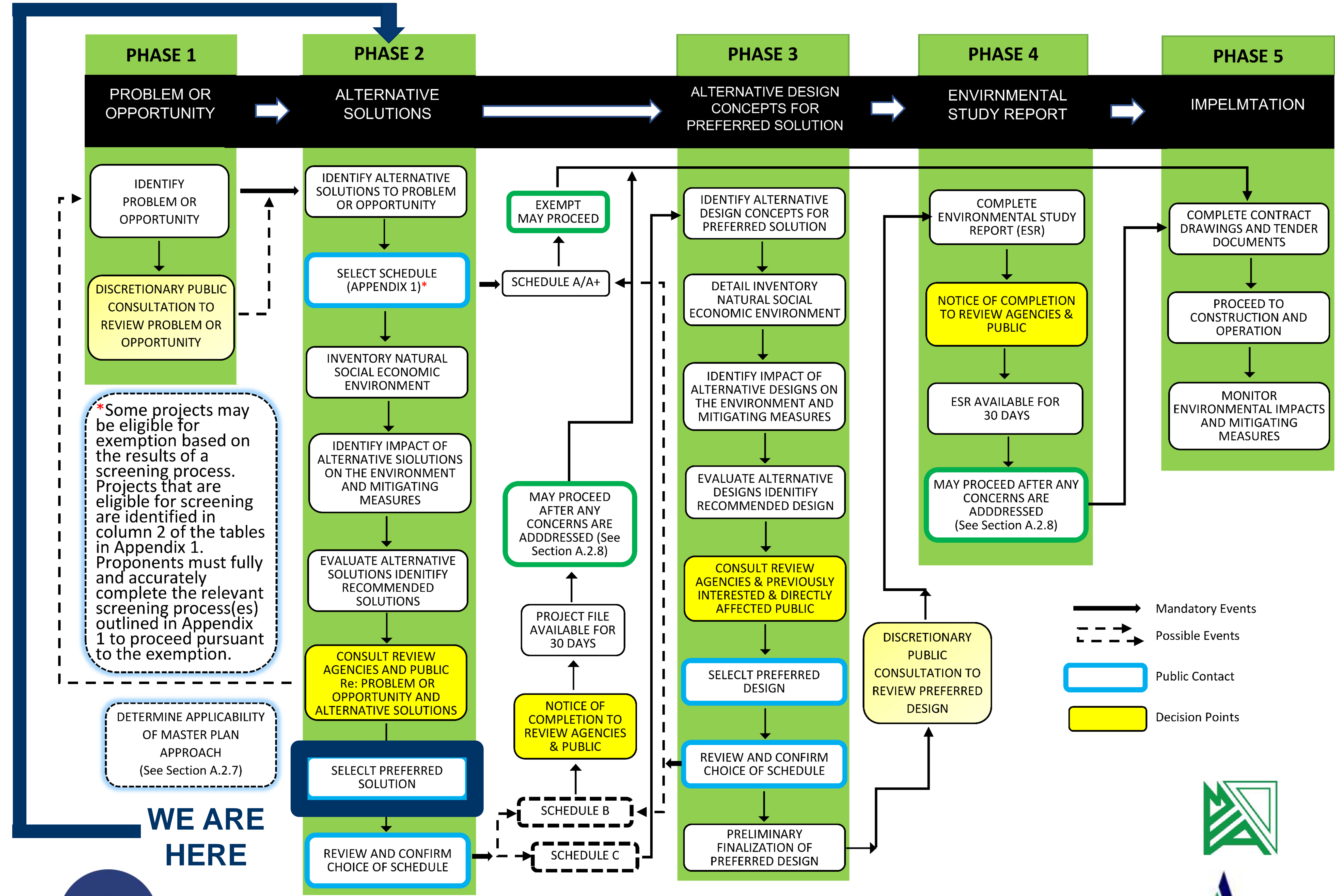
The reconstruction also provides an opportunity to review the condition of, and replace, watermain, sanitary sewer, and storm sewer infrastructure, where warranted.

## Relevant Concurrent Studies (External to this MCEA Process)

- The City of Kawartha Lakes is currently completing the following relevant studies concurrently with this MCEA process:
  - **Transportation Master Plan Study** – *long-term strategy to guide the planning, expansion and management of a multi-modal transportation system to the year 2051.*
  - **Growth Management Strategy** – *provides an assessment of future growth and urban land needs within the City to the year 2051.*
- Details and public consultation opportunities for the City of Kawartha Lakes other 'major projects' can be found at:  
[www.kawarthalakes.ca/en/municipal-services/major-projects.aspx](http://www.kawarthalakes.ca/en/municipal-services/major-projects.aspx)



# MUNICIPAL CLASS EA PROCESS



**WE ARE  
HERE**





# MUNICIPAL CLASS EA PROCESS TO DATE

## PIC #1 February 28<sup>th</sup>, 2019

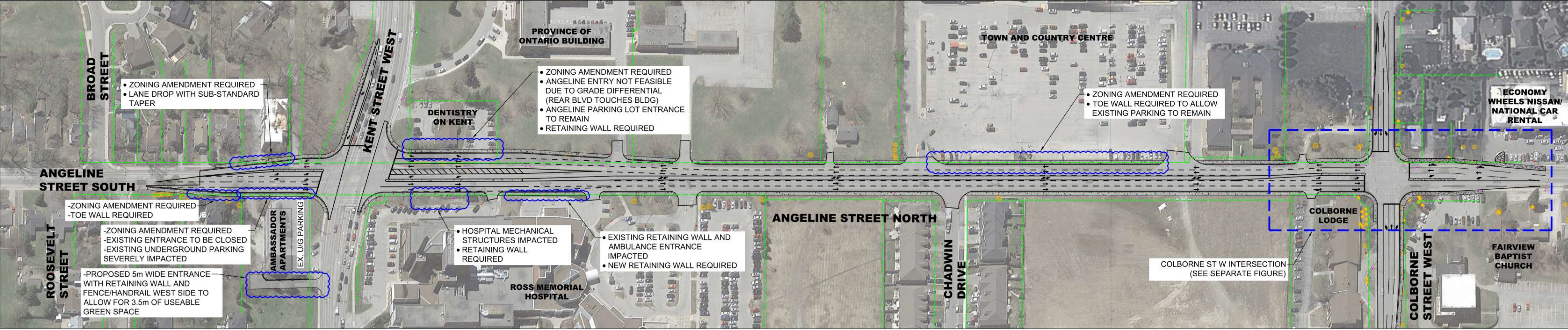
- Presented the design alternatives and background information.
- Various individuals/stakeholders submitted comments. Representative comments are below:
  - Comment regarding potential impacts to access/egress from properties along the corridor.
  - Comment regarding incorporation of active transportation features into the cross-sectional design.
  - Comments regarding the extent of property acquisition.
  - Inquiries into the potential archaeological significance of the corridor.

## What has been done since PIC #1?

- Reviewed and considered all comments from PIC #1.
- Completed factor specific studies such as traffic and archaeological (Stage 1 & 2 Assessments), and incorporated recommendations into furthering the environmental assessment process.
- Continued consultation with agencies and stakeholders.
- Selected preliminary preferred alternative in consideration of these studies, and consultations/comments received.

The following alternatives were presented as options to address the Problem Statement at PIC #1.

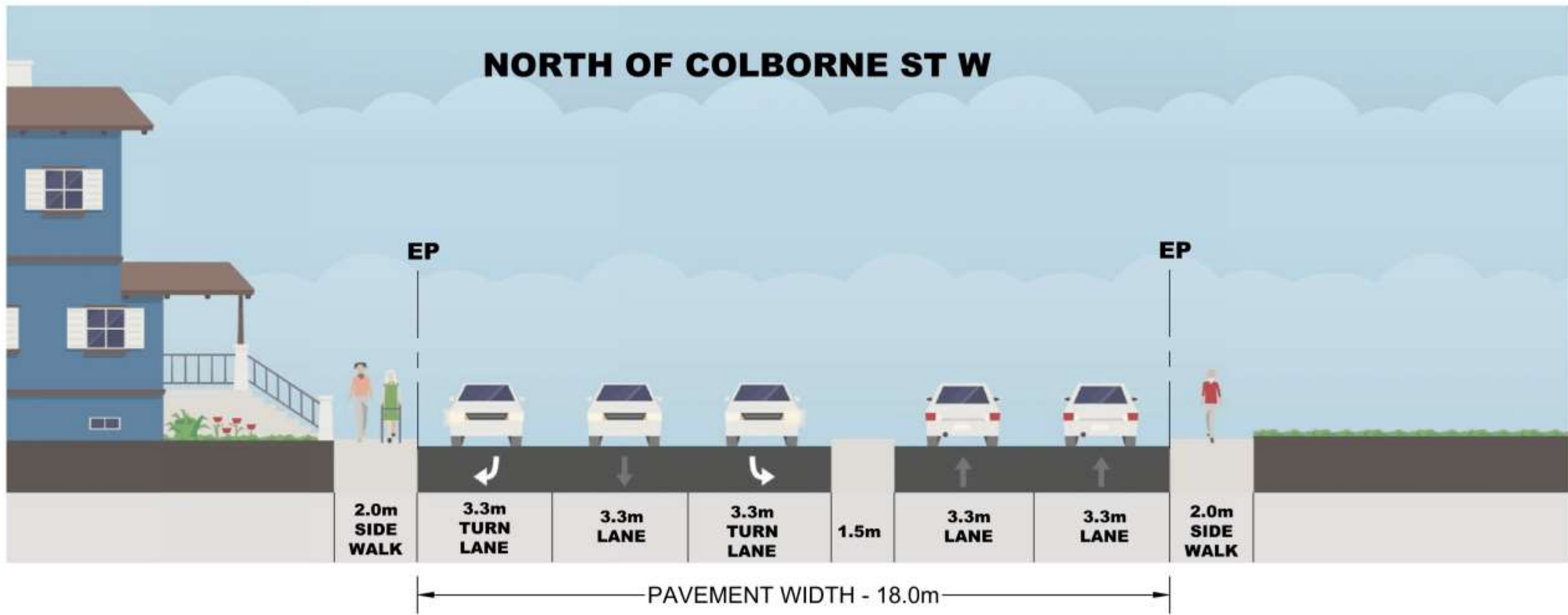
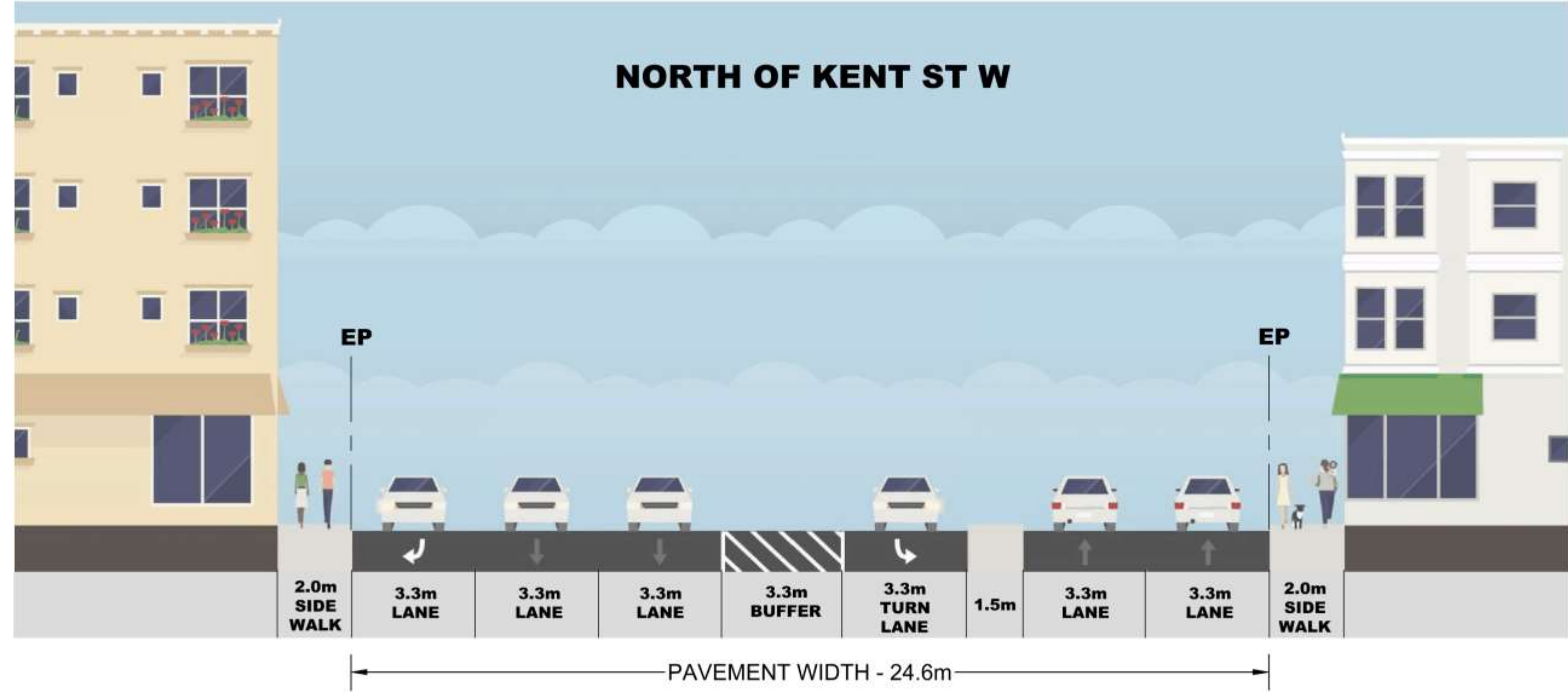
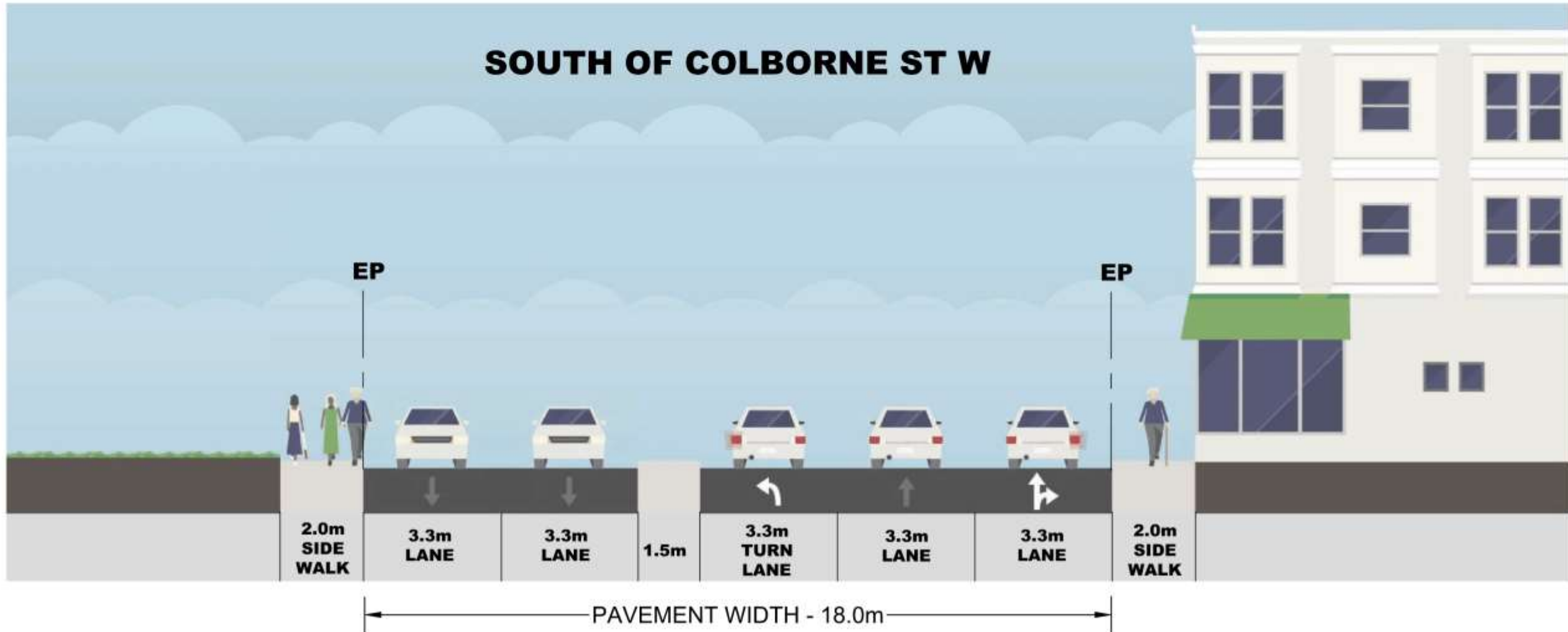
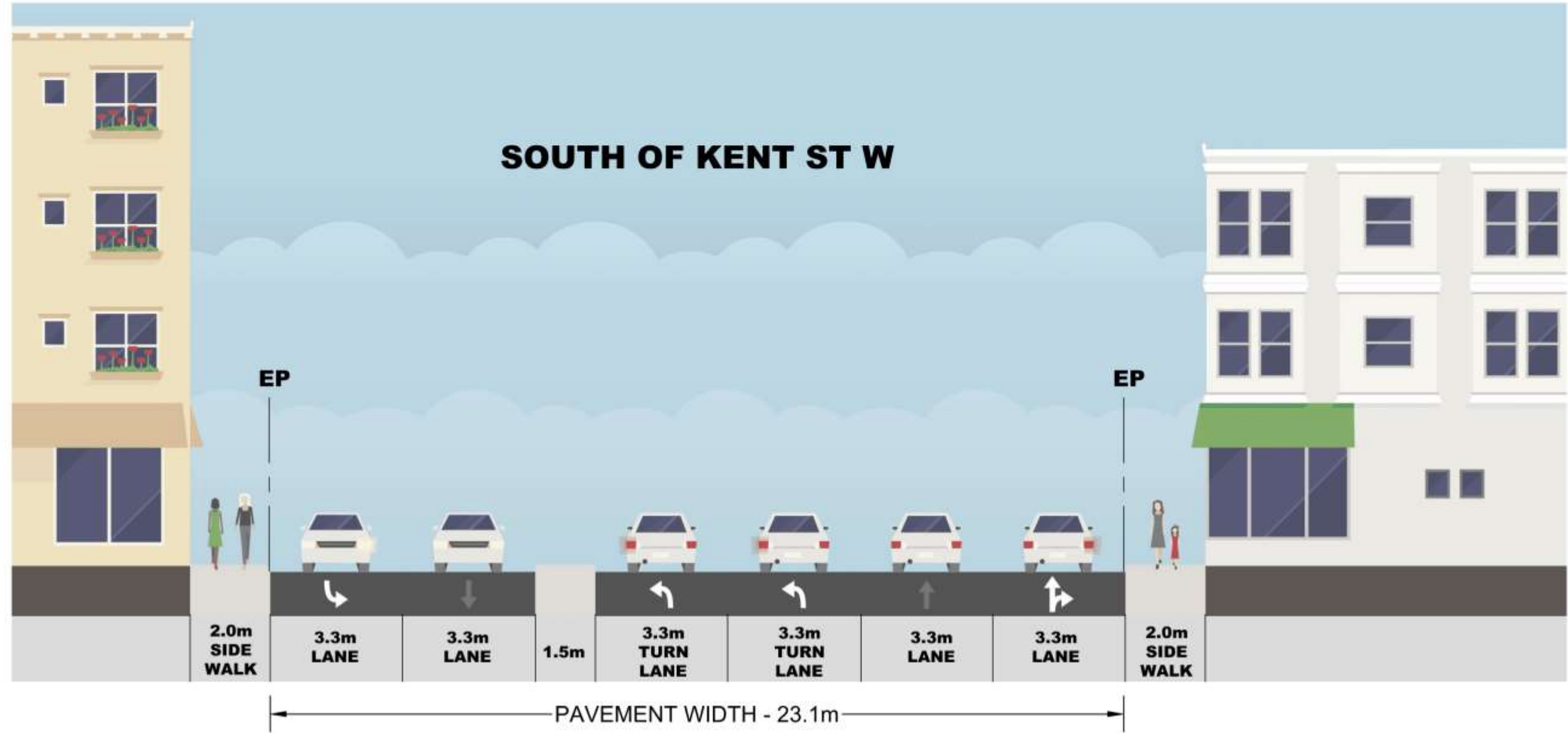




--- EXISTING R.O.W.    • EX. HYDRO POLE    • EX. LIGHT STANDARD    ☀ EX. DECIDUOUS TREE    ☀ EX. CONIFEROUS TREE

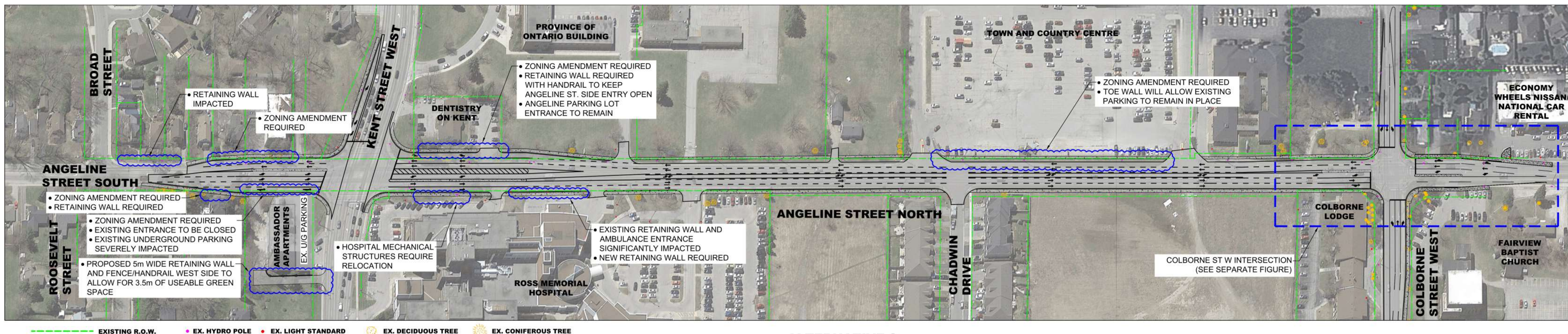
**ALTERNATIVE 1**

**SOUTH OF COLBORNE STREET W INTERSECTION:**  
TREES REMOVED = 43 + 2 CEDAR HEDGES  
UTILITY POLES RELOCATED = 20  
LIGHT STANDARDS RELOCATED = 4



\*TYPICAL SECTION ALTERNATIVES WERE CREATED USING STREETMIX AND ARE LICENSED UNDER CREATIVE COMMONS (CC BY-SA 4.0).





**SOUTH OF COLBORNE STREET W INTERSECTION:**

**SOUTH OF KENT ST W**

EP

EP

2.0m SIDE WALK

3.3m LANE

3.3m LANE

1.5m

3.3m TURN LANE

3.3m TURN LANE

3.3m LANE

3.3m LANE

2.0m SIDE WALK

PAVEMENT WIDTH - 23.1m

**NORTH OF KENT ST W**

EP EP

2.0m SIDE WALK 3.3m LANE 3.3m LANE 3.3m LANE 3.3m BUFFER 3.3m TURN LANE 1.5m 3.3m LANE 3.3m LANE 2.0m SIDE WALK

PAVEMENT WIDTH - 24.6m

**SOUTH OF COLBORNE ST W**

EP

2.0m SIDE WALK

3.3m LANE

3.3m LANE

1.5m

3.3m TURN LANE

3.3m LANE

3.3m LANE

2.0m SIDE WALK

PAVEMENT WIDTH - 18.0m

**NORTH OF COLBORNE ST W**

EP EP

2.0m SIDE WALK

3.3m TURN LANE

3.3m LANE

3.3m TURN LANE

1.5m

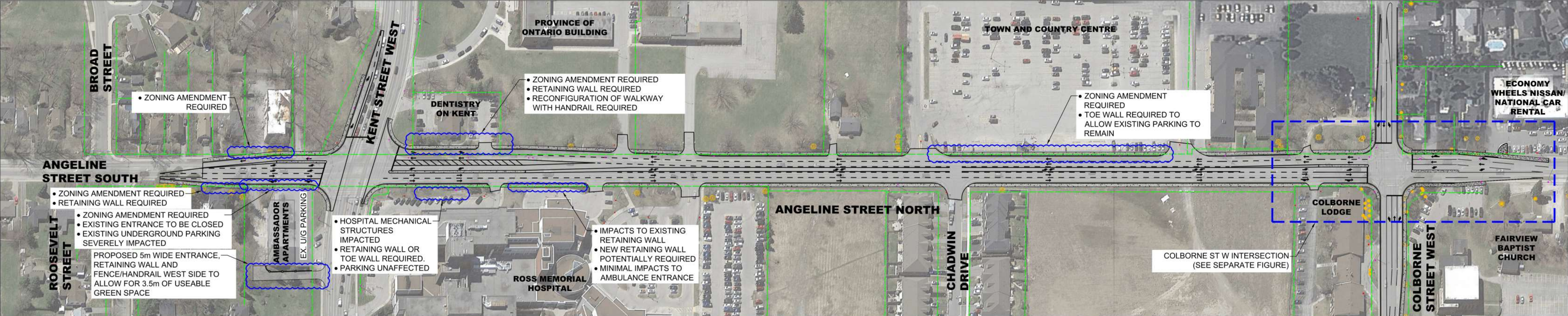
3.3m LANE

3.3m LANE

2.0m SIDE WALK

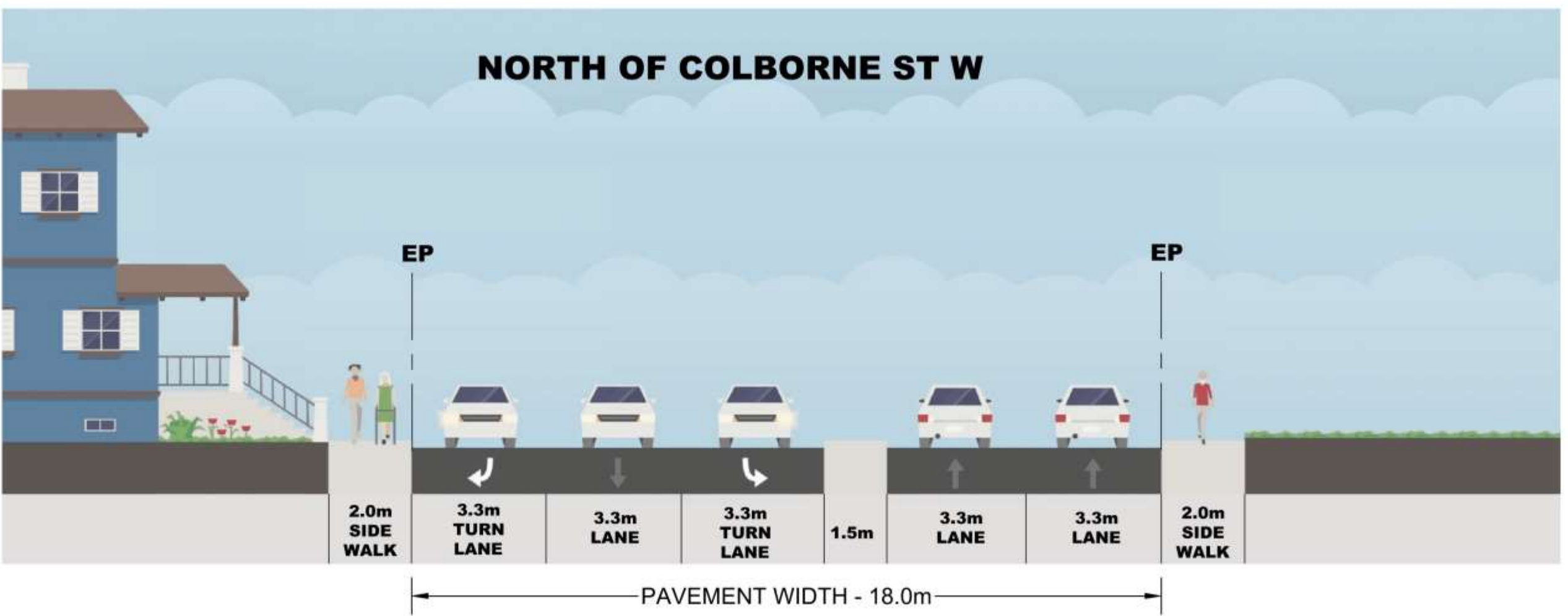
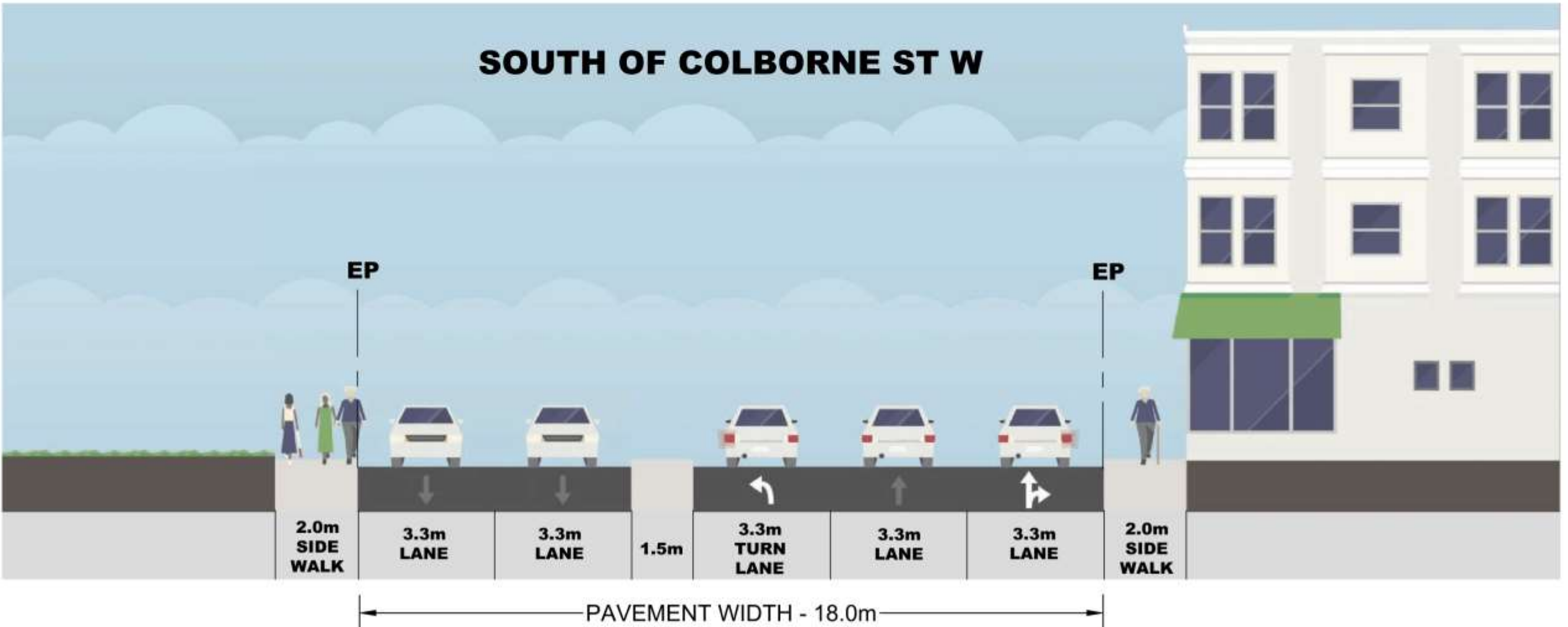
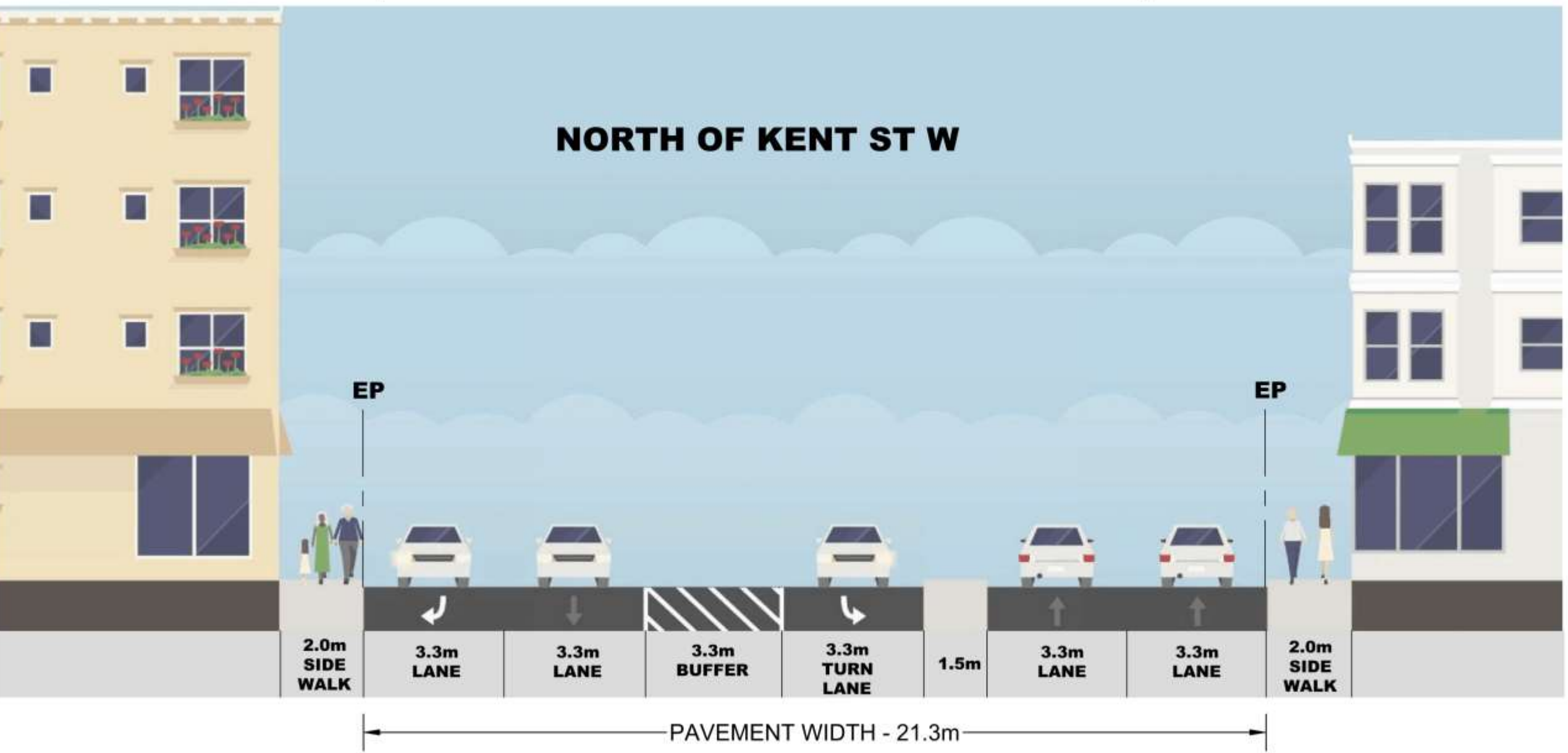
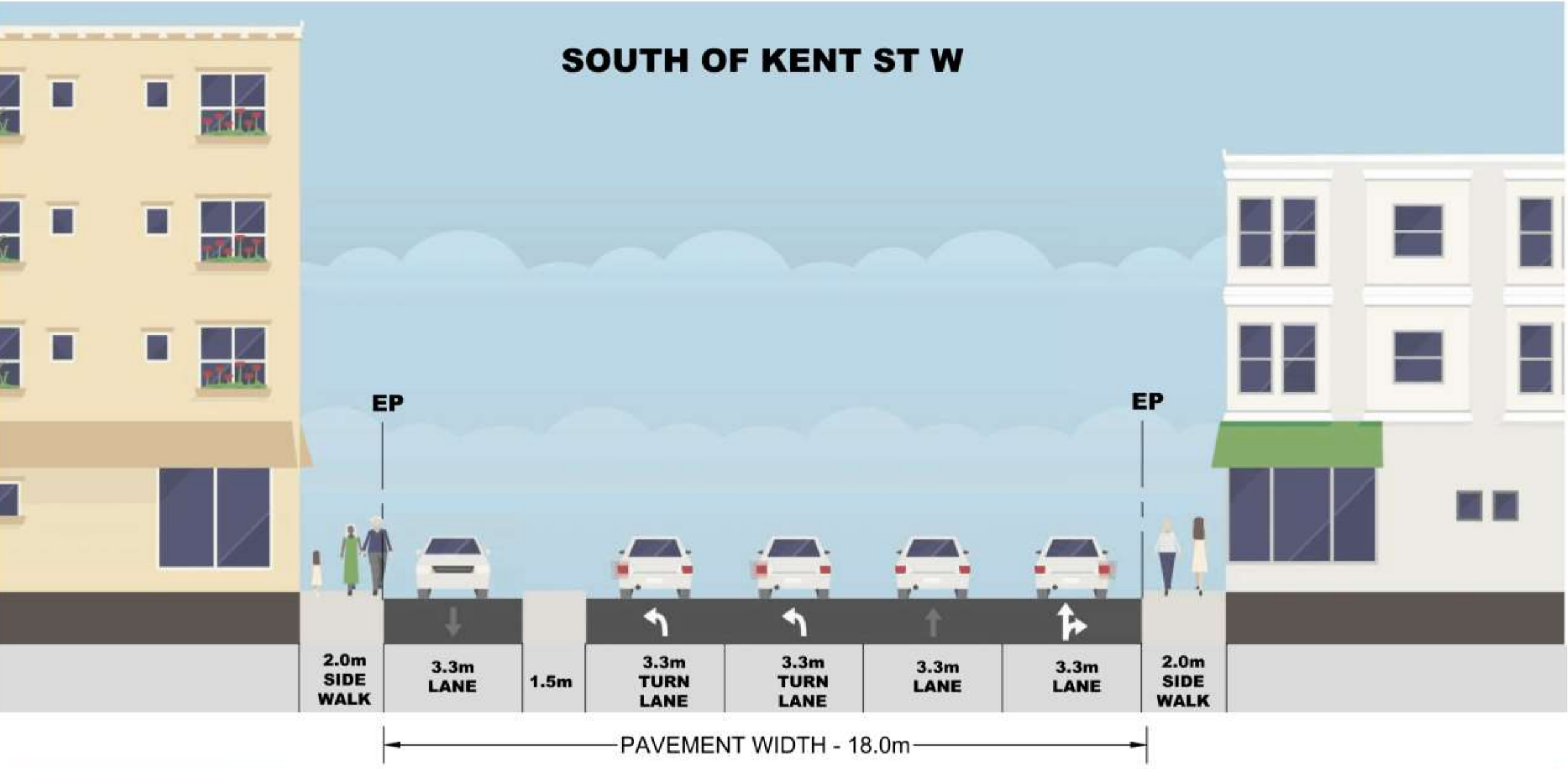
PAVEMENT WIDTH - 18.0m





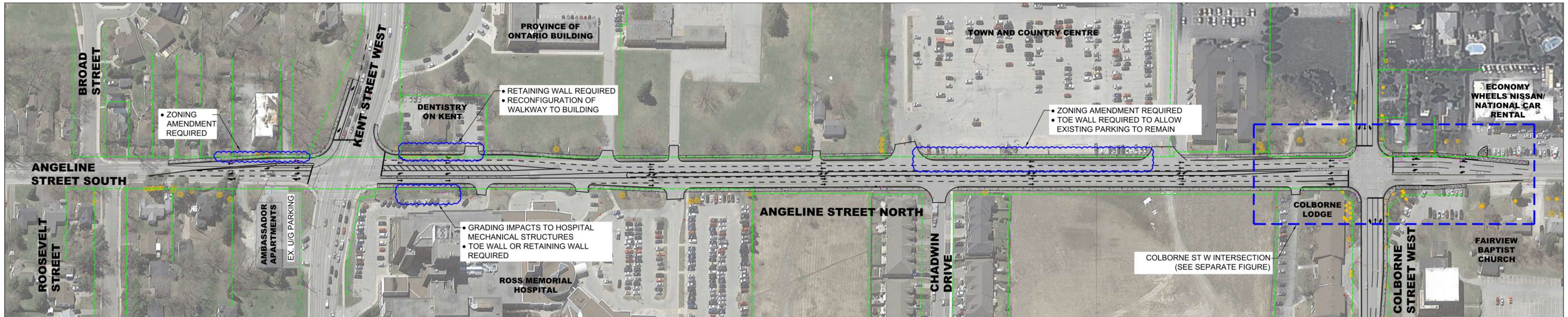
**ALTERNATIVE 3**

**SOUTH OF COLBORNE STREET W INTERSECTION:**  
TREES REMOVED = 40 + 2 CEDAR HEDGES  
UTILITY POLES RELOCATED = 20  
LIGHT STANDARDS RELOCATED = 3



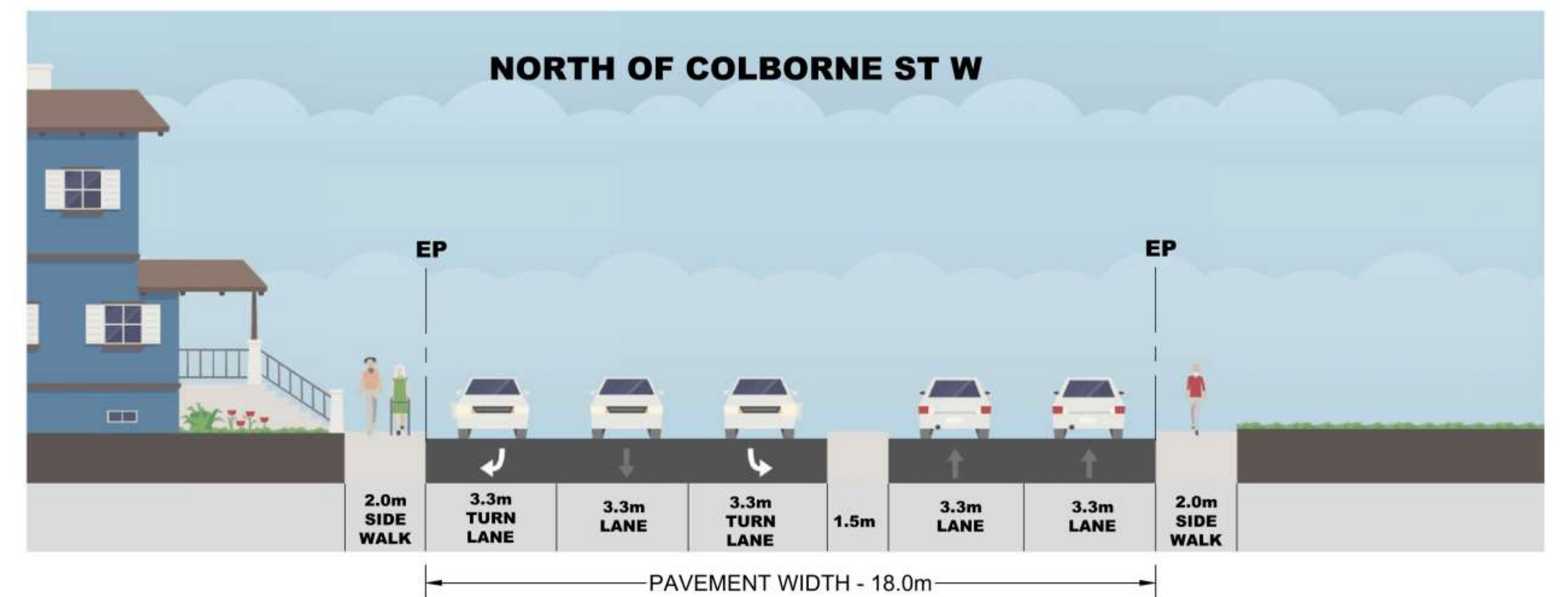
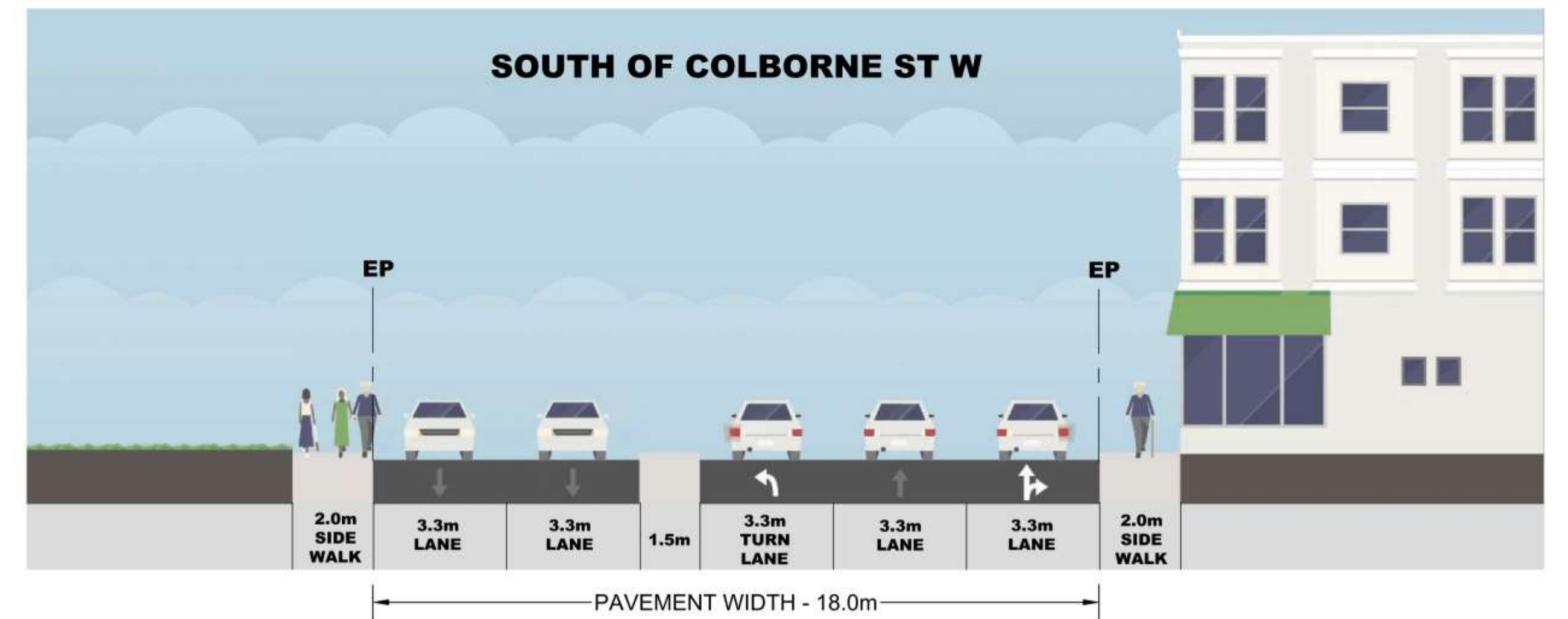
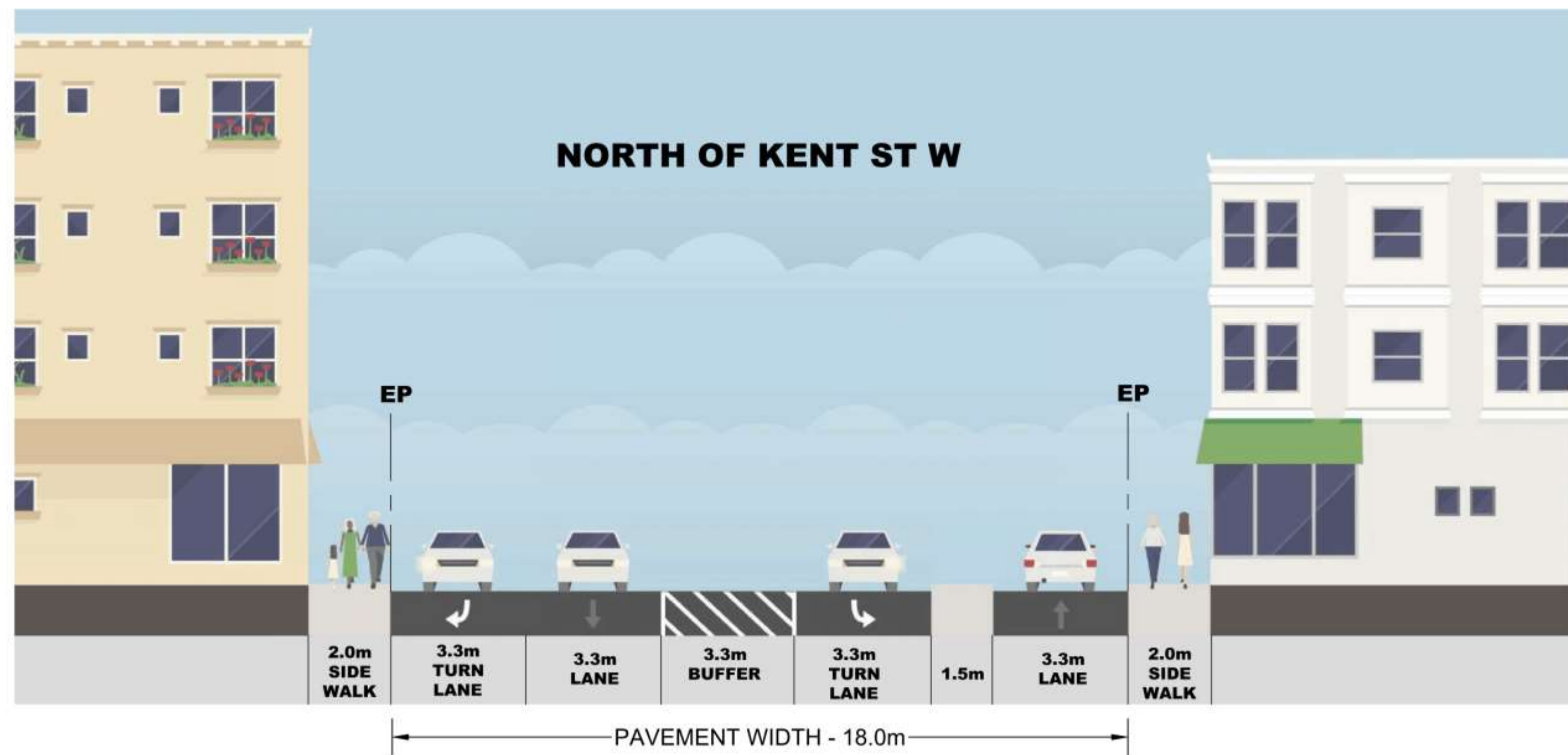
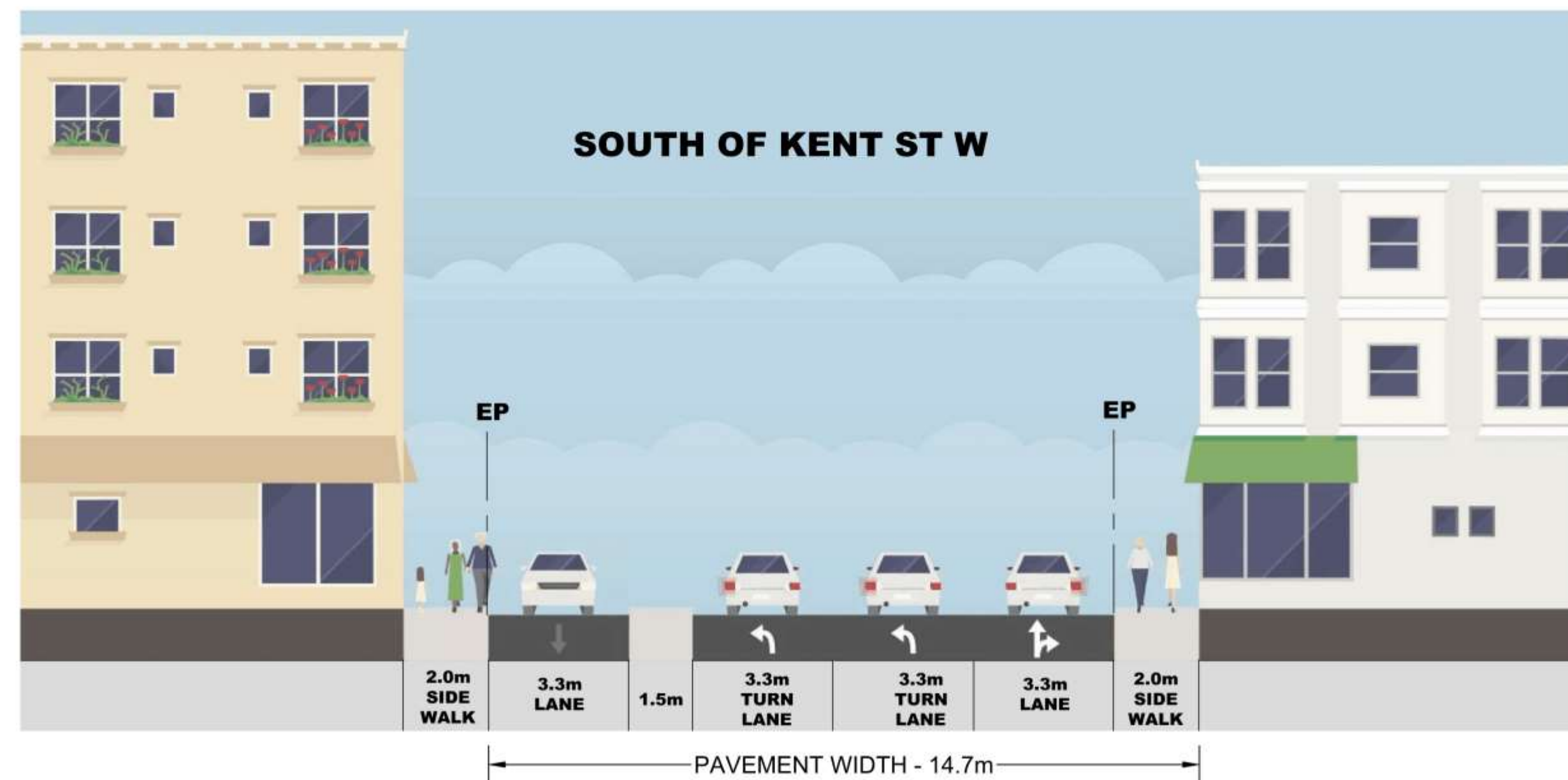
\*TYPICAL SECTION ALTERNATIVES WERE CREATED USING STREETMIX AND ARE LICENSED UNDER CREATIVE COMMONS (CC BY-SA 4.0).





#### ALTERNATIVE 4

**SOUTH OF COLBORNE STREET W INTERSECTION:**  
TREES REMOVED = 34 + 2 CEDAR HEDGES  
UTILITY POLES RELOCATED = 18\*  
\*9 POTENTIALLY MAINTAINED THROUGH DETAILED DESIGN  
LIGHT STANDARDS RELOCATED = 3



\*TYPICAL SECTION ALTERNATIVES WERE CREATED USING STREETMIX AND ARE LICENSED UNDER CREATIVE COMMONS (CC BY-SA 4.0).



# COMMUNITY FEEDBACK/ ASPECTS FOR CONSIDERATION







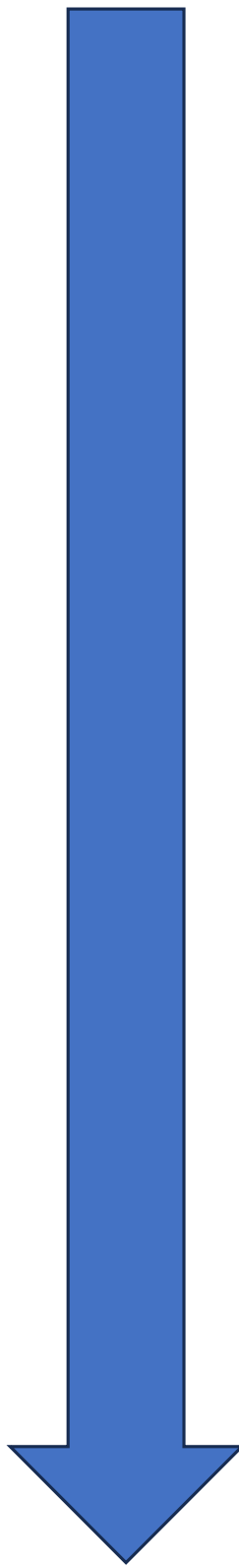




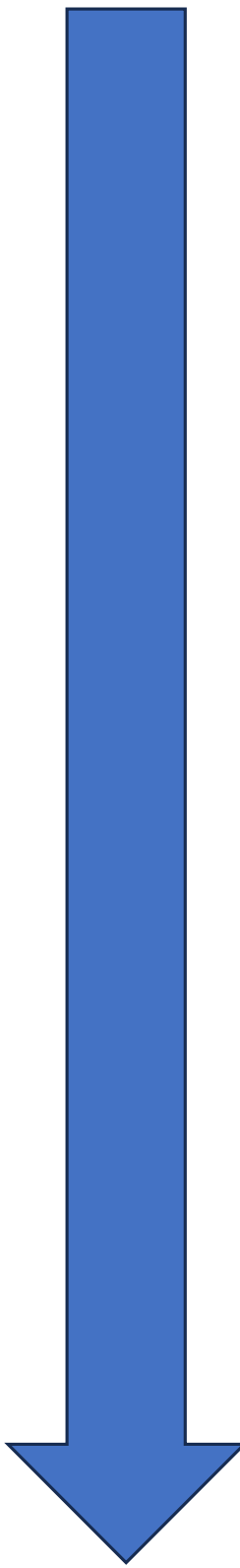








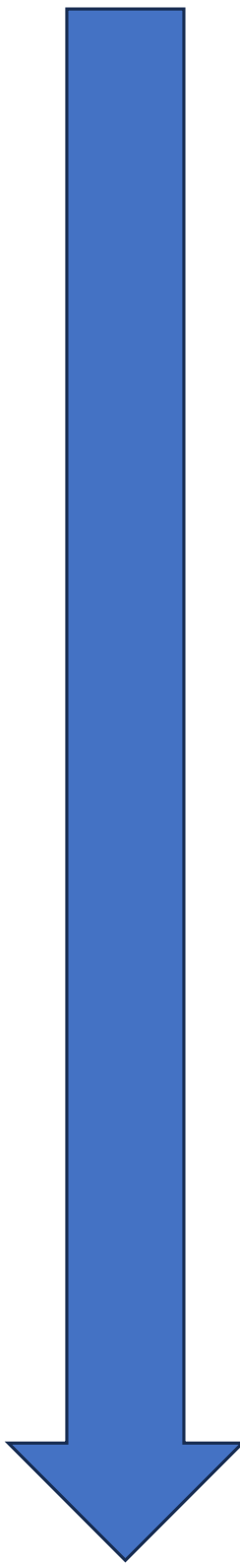




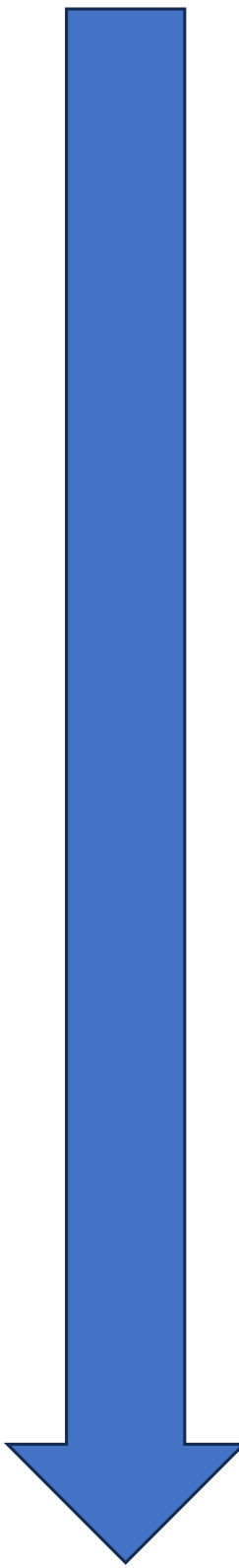
Comments from PIC #1 and general feedback within the community have provided additional valuable insight into key issues and concerns within the study area and the presented alternatives. In addition to public feedback, other items for consideration as part of the Environmental Assessment are noted below.



The design alternatives were then evaluated with respect to a variety of categories via the following matrix.



# SELECTION OF PRELIMINARY PREFERRED ALTERNATIVE: ANGELINE STREET NORTH CORRIDOR

CATEGORY	REGULATORY / POLICY / DESIGN REQUIREMENT	ALTERNATIVE 1			ALTERNATIVE 2			ALTERNATIVE 3			ALTERNATIVE 4		
		<u>WESTWARD SHIFT AT KENT INTERSECTION</u>			<u>EASTWARD SHIFT AT KENT INTERSECTION</u>			<u>WESTWARD SHIFT AND REDUCED LANES AT KENT INTERSECTION</u>			<u>EASTWARD SHIFT AND REDUCED LANES AT KENT INTERSECTION</u>		
		<b>Kent St. W. Intersection:</b> <b>NB:</b> 2x LT, 1x Thru, 1x Thru/RT <b>SB:</b> 1x LT, 2x Thru, 1x Ded. RT <b>EB:</b> Ex. Conditions + 1x Ded. RT* <b>WB:</b> Ex. Conditions*  <b>Angeline Corridor*:</b> <b>NB:</b> 2x Thru <b>SB:</b> 2x Thru <b>Centre:</b> 1x Shared LT <i>* Common among all Alternatives</i>			<b>Kent St. W. Intersection:</b> <b>NB:</b> 2x LT, 1x Thru, 1x Thru/RT <b>SB:</b> 1x LT, 2x Thru, 1x Ded. RT <b>EB:</b> Ex. Conditions + 1x Ded. RT* <b>WB:</b> Ex. Conditions*  <b>Angeline Corridor*:</b> <b>NB:</b> 2x Thru <b>SB:</b> 2x Thru <b>Centre:</b> 1x Shared LT <i>* Common among all Alternatives</i>			<b>Kent St. W. Intersection:</b> <b>NB:</b> 2x LT, 1x Thru, 1x Thru/RT <b>SB:</b> 1x LT, 1x Thru, 1x Ded. RT <b>EB:</b> Ex. Conditions. + 1x Ded. RT* <b>WB:</b> Ex. Conditions*  <b>Angeline Corridor*:</b> <b>NB:</b> 2x Thru <b>SB:</b> 2x Thru <b>Centre:</b> 1x Shared LT <i>* Common among all Alternatives</i>			<b>Kent St. W. Intersection:</b> <b>NB:</b> 2x LT, 1x Thru/RT <b>SB:</b> 1x LT, 1x Thru, 1x Ded. RT <b>EB:</b> Ex. Conditions + 1x Ded. RT <b>WB:</b> Ex. Conditions  <b>Angeline Corridor:</b> <b>NB:</b> 2x Thru <b>SB:</b> 2x Thru <b>Centre:</b> 1x Shared LT <i>* Common among all Alternatives</i>		
TRANSPORTATION	TRAFFIC OPERATIONS / PERFORMANCE	Accommodates 2031 traffic volume at Kent Street intersection		4	Accommodates 2031 traffic volume at Kent Street intersection		4	Will not accommodate 2031 traffic volume at Kent Street intersection		0	Will not accommodate 2031 traffic volume at Kent Street intersection		0
	ROADWAY SAFETY / DRIVER FAMILIARITY	Complex merging south of Kent Street, with ineffectively short taper		1	Less complex merging south of Kent Street.		4						
	NOISE	Increase is negligible - all equal		2	Increase is negligible - all equal		2						
SOCIAL & ECONOMIC ENVIRONMENT	PROPERTY IMPACTS / LAND USE	Kent Street: <u>High Density Residential</u> - relatively lower impact <u>Commercial</u> - relatively higher impact <u>Institutional</u> - relatively lower impact Severe impact to underground parking structure Remaining property to north: generally equal impacts		2	Kent Street : <u>High Density Residential</u> - relatively higher impacts <u>Commercial</u> - relatively lower impact <u>Institutional</u> - relatively higher impact Severe impact to underground parking structure Remaining property to north: generally equal impacts		1						
NATURAL ENVIRONMENT	LANDSCAPE	Less tree removal		2	More tree removal		1						
	SURFACE WATER	No impacts to surface water features - all equal		2	No impacts to surface water features - all equal		2						
	SPECIES AT RISK	All equal		2	All equal		2						
CULTURAL ENVIRONMENT	BUILT HERITAGE / ARCHAEOLOGICAL RESOURCES	All equal - cleared of archaeological concerns via Stage 1 & 2 Archaeological Assessments		2	All equal - cleared of archaeological concerns via Stage 1 & 2 Archaeological Assessments		2						
COST	UTILITY RELOCATIONS	Highest level of impact to existing pole locations		1	Potential to maintain greater degree of existing pole locations through detailed design		2						
	PRELIMINARY CONSTRUCTION COSTS	All equal		2	All equal		2						
TOTALS		20			22			DOES NOT ADDRESS PROBLEM STATEMENT			DOES NOT ADDRESS PROBLEM STATEMENT		



# KENT STREET WEST INTERSECTION

## Background

- The Kent Street West and Angeline Street North intersection was the subject of a corridor study and approved MCEA that was previously completed in 2016. The results of that MCEA recommended a 5-lane cross section in both the north and south intersection legs, and an exclusive eastbound right-turn lane within the west leg. Implementation of the recommended alternative has proved challenging given existing site constraints, and opportunities to modify/refine have been explored.

## Key Considerations for the Kent Street West Intersection

- Potential impacts to existing mechanical structures (e.g., air ventilation systems) from roadway widening.
- Safeguarding on-site utilities services (e.g., fibre optic) during construction.
- Maintaining existing accesses from Angeline Street North including for waste, moving and emergency service vehicles on site, both during and after construction.
- Maintaining the existing level of on-site parking as much as feasible.
- Maintaining existing on-site pedestrian walkways and accesses.
- Degree of vegetation removal required.
- Challenges associated with the existing underground parking garage of Ambassador Apartments (SE quadrant), which generally extends to the east and south right-of-way limits of Angeline Street North and Kent Street West, respectively.



# REFINEMENT OF KENT ST. W. INTERSECTION

## Background

- In review of the identified evaluation criteria, Alternative 2 is selected as the preliminary preferred alternative for the Angeline Street North corridor. However, refinement of the preliminary preferred alternative at the Kent Street West and Angeline Street North intersection, was determined to be warranted to best mitigate the impacts of the road widening at the intersection location.
- Within the north leg, the east-west positioning of Angeline Street North's alignment is associated with varying degrees of impacts to the Mixed Residential Commercial (Dentistry on Kent) and Community Facility (Ross Memorial Hospital) property located there.
- Within the south leg, the existing underground parking structure located within the Residential High Rise property (Ambassador Apartments) is believed to extend generally to the intersection's right-of-way limits within its southeast quadrant.

## Traffic Study

- For Alternative 2, the lane configuration of the Kent Street West intersection reflects that recommended by the previous MCEA process completed for the Kent Street West corridor. The lane configuration was chosen for the Levels of Service it was expected to achieve for the projected 2031 traffic volumes, as supported by modelling completed as part of the previous MCEA process.
- Additional traffic analysis efforts were completed to assess alternative lane configurations that would address the problem statement.
- Updated traffic counts of vehicle movements at the intersection were completed on August 1, 2023.
- The traffic volumes were projected, and capacity analysis modelling completed, for the horizon years of 2027, 2037 and 2051.
- The traffic study suggests an alternative lane arrangement with a single northbound left-turn lane at the intersection is acceptable to meet future traffic demands.

The following alternatives were considered to further refine the Kent Street West intersection for the preliminary preferred alternative.



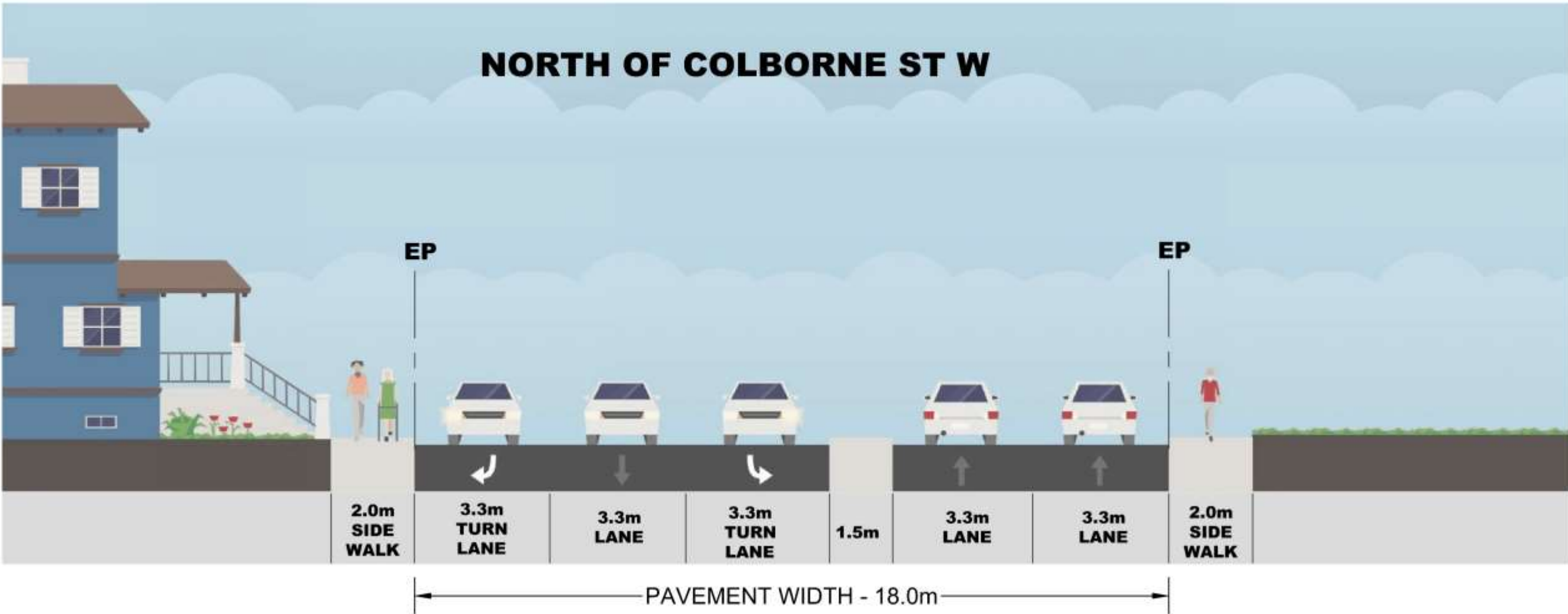
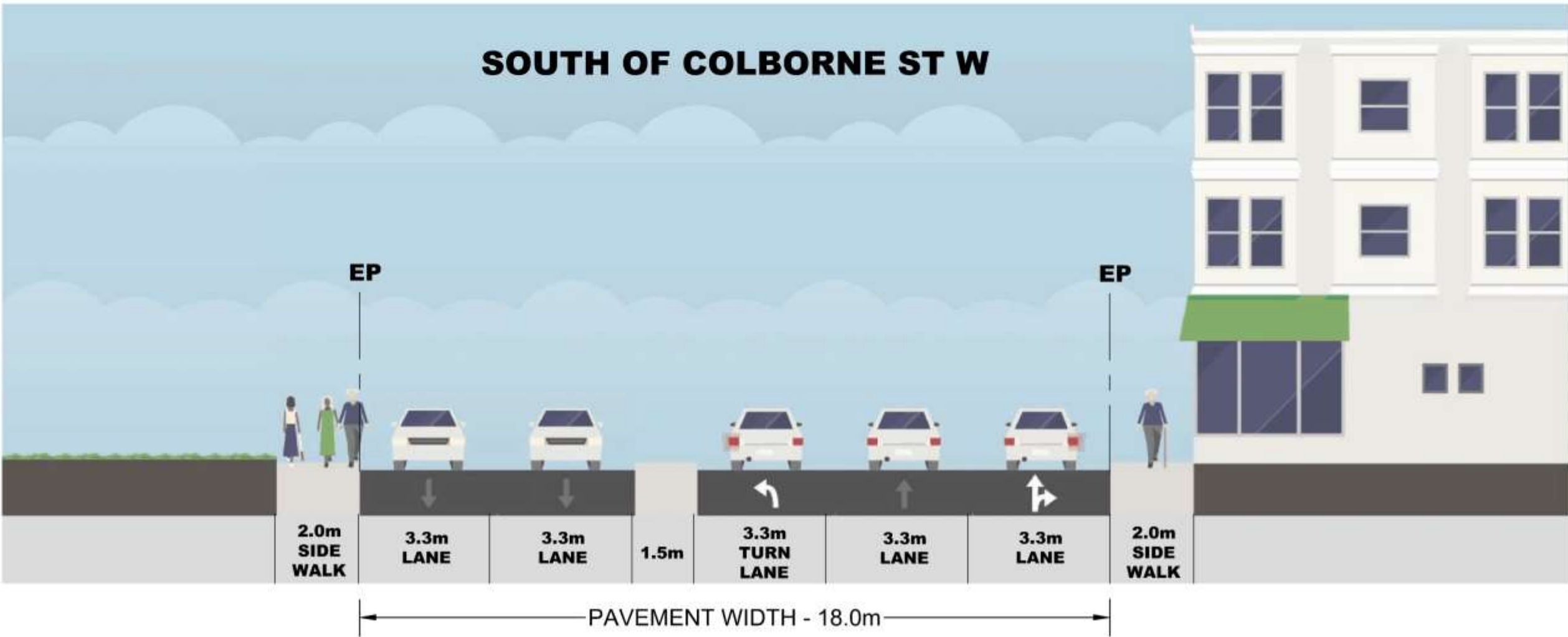
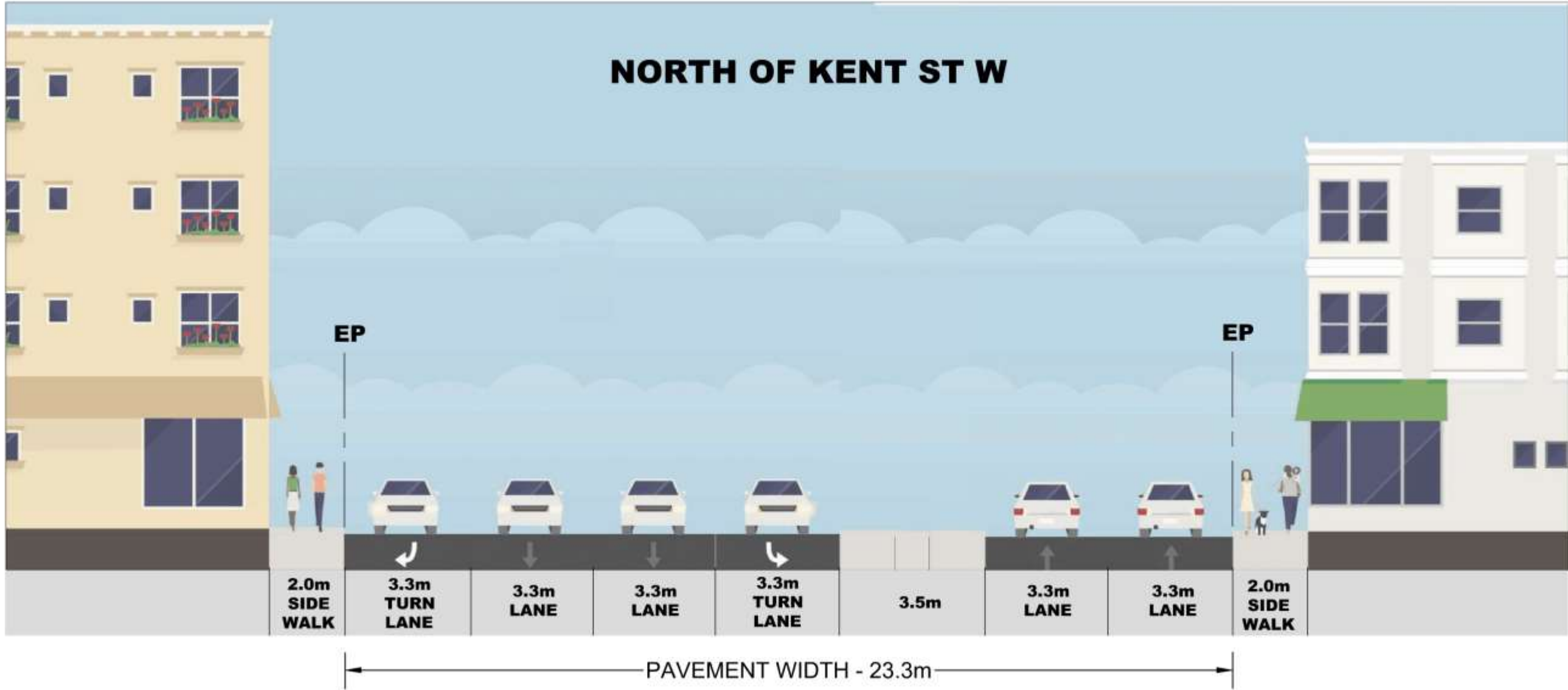
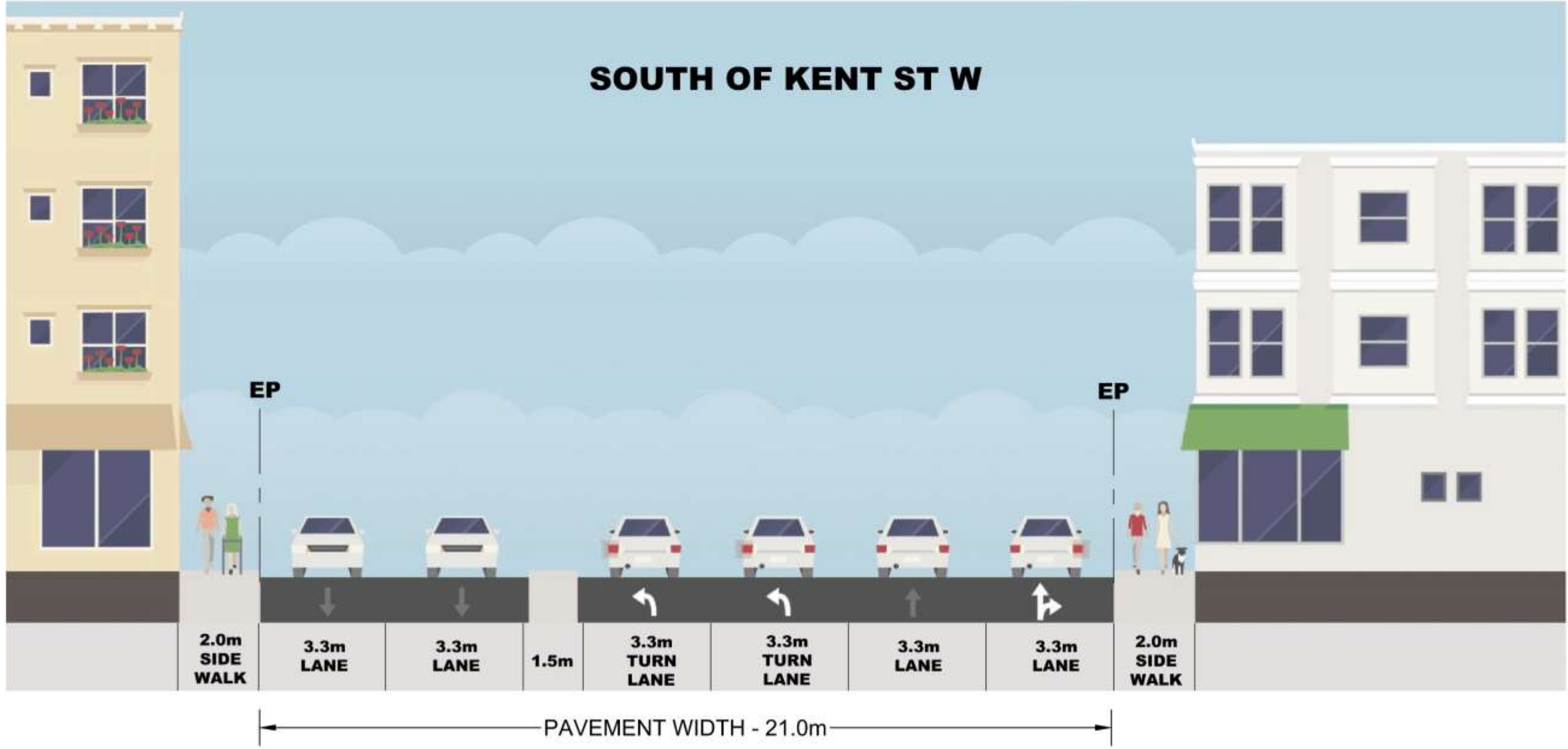


# KENT STREET INTERSECTION AND MAIN CORRIDOR ALTERNATIVES



## ALTERNATIVE 2A

**SOUTH OF COLBORNE STREET W INTERSECTION:**  
TREES REMOVED = 55 + 2 CEDAR HEDGES  
UTILITY POLES RELOCATED = 21\*  
\*9 POTENTIALLY MAINTAINED THROUGH DETAILED DESIGN  
LIGHT STANDARDS RELOCATED = 4

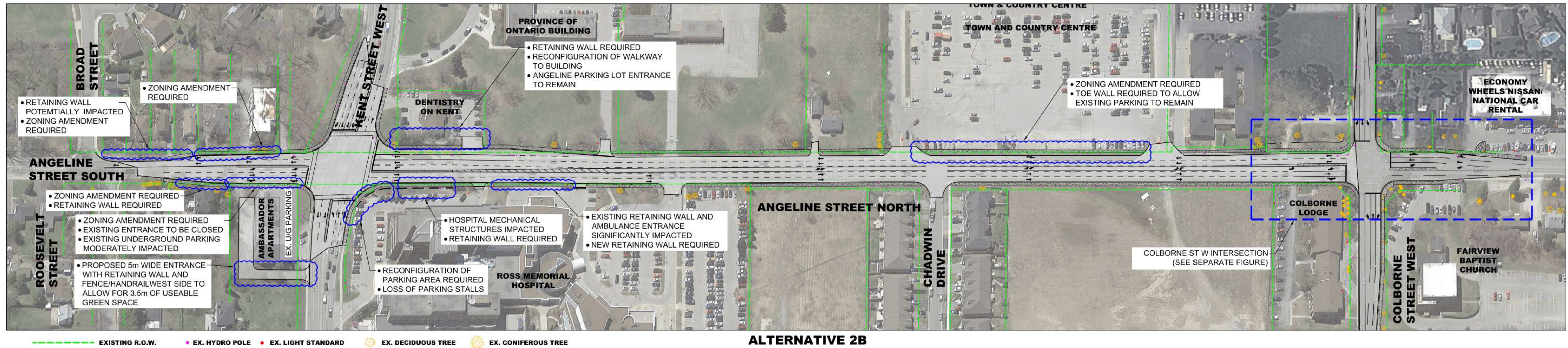


\*TYPICAL SECTION ALTERNATIVES WERE CREATED USING STREETMIX AND ARE LICENSED UNDER CREATIVE COMMONS (CC BY-SA 4.0).



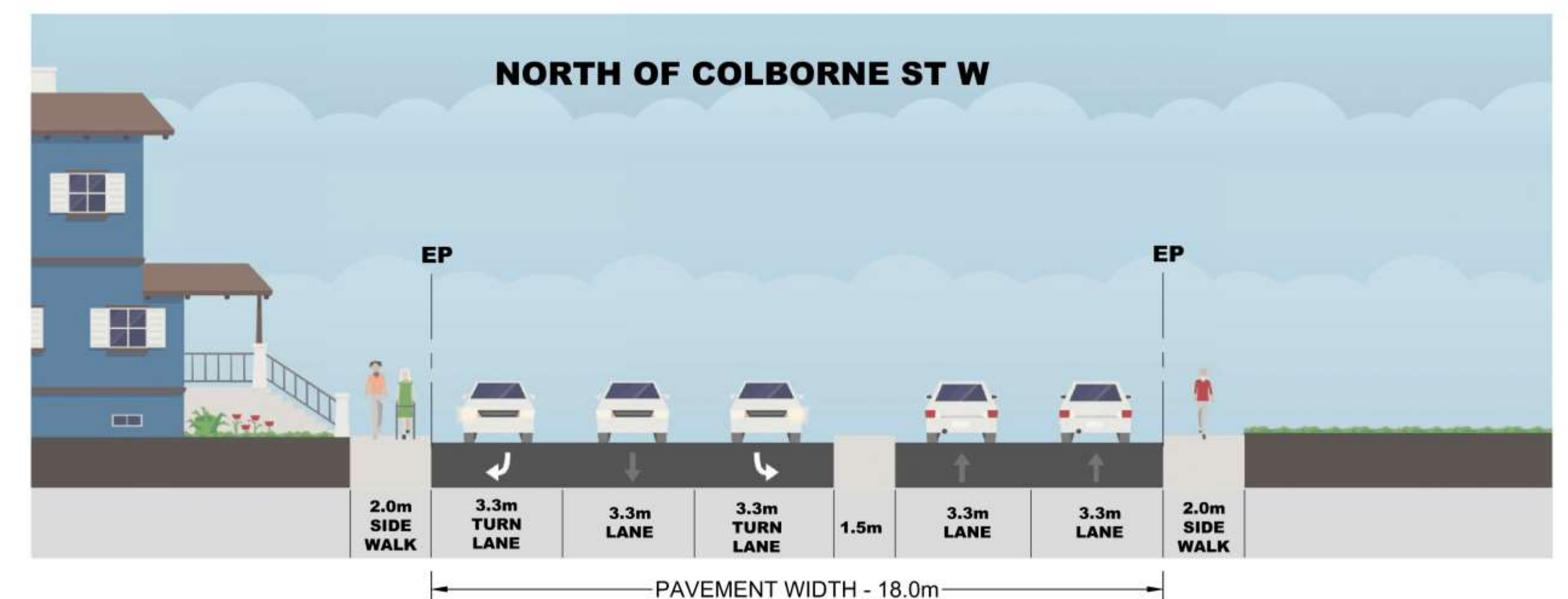
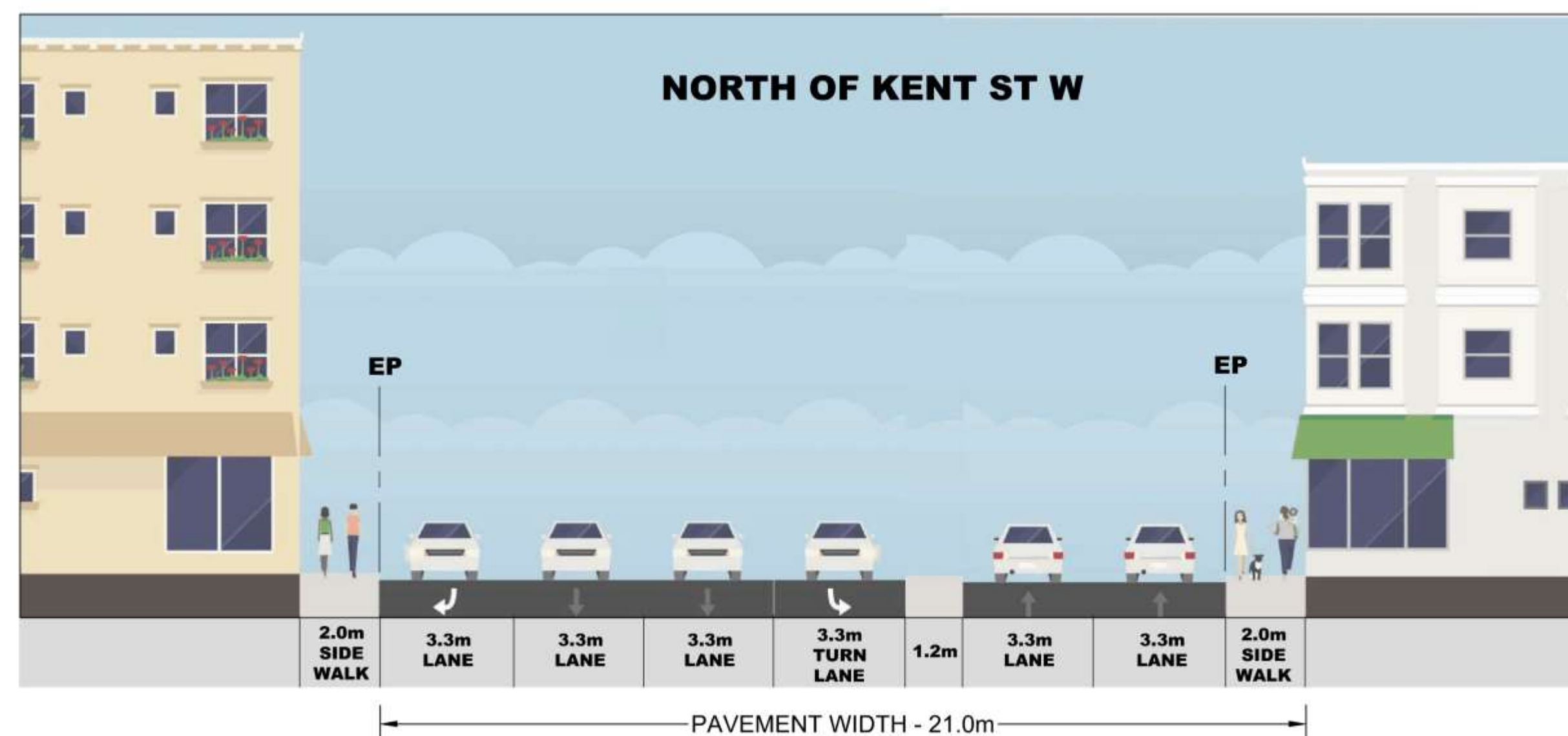
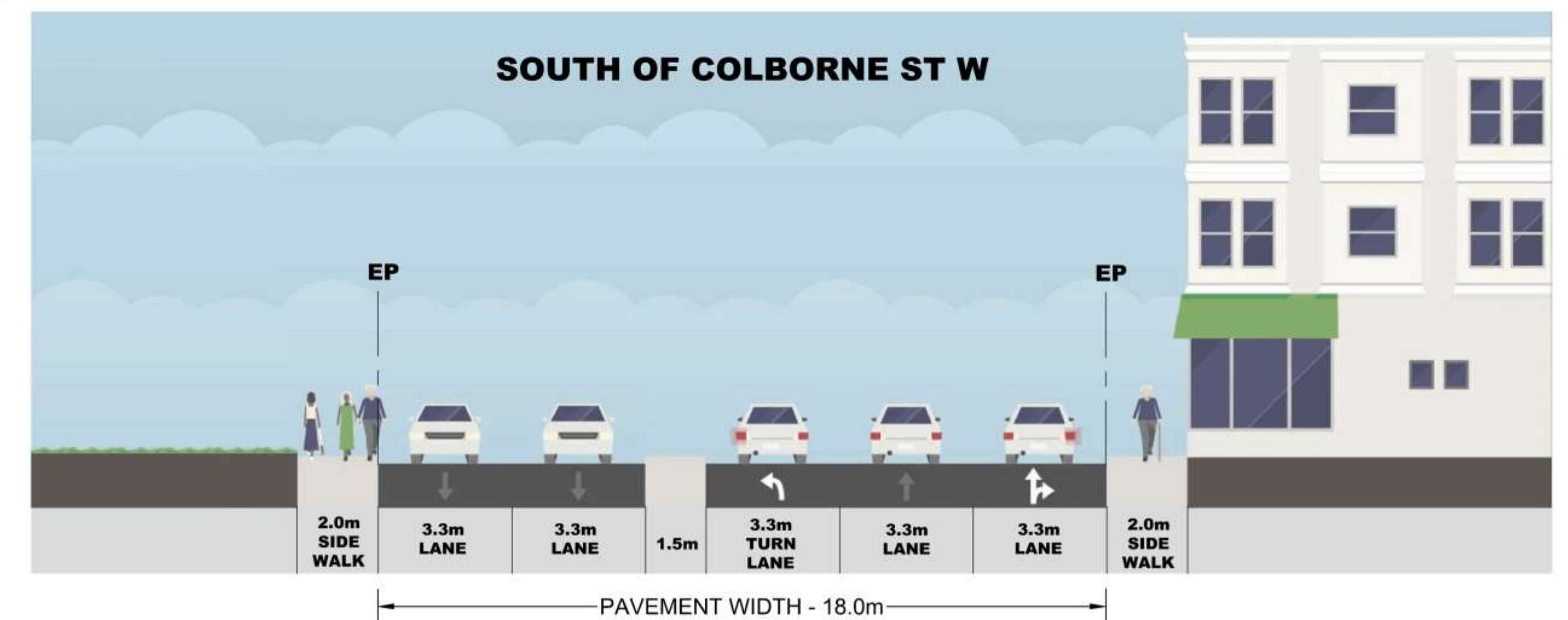
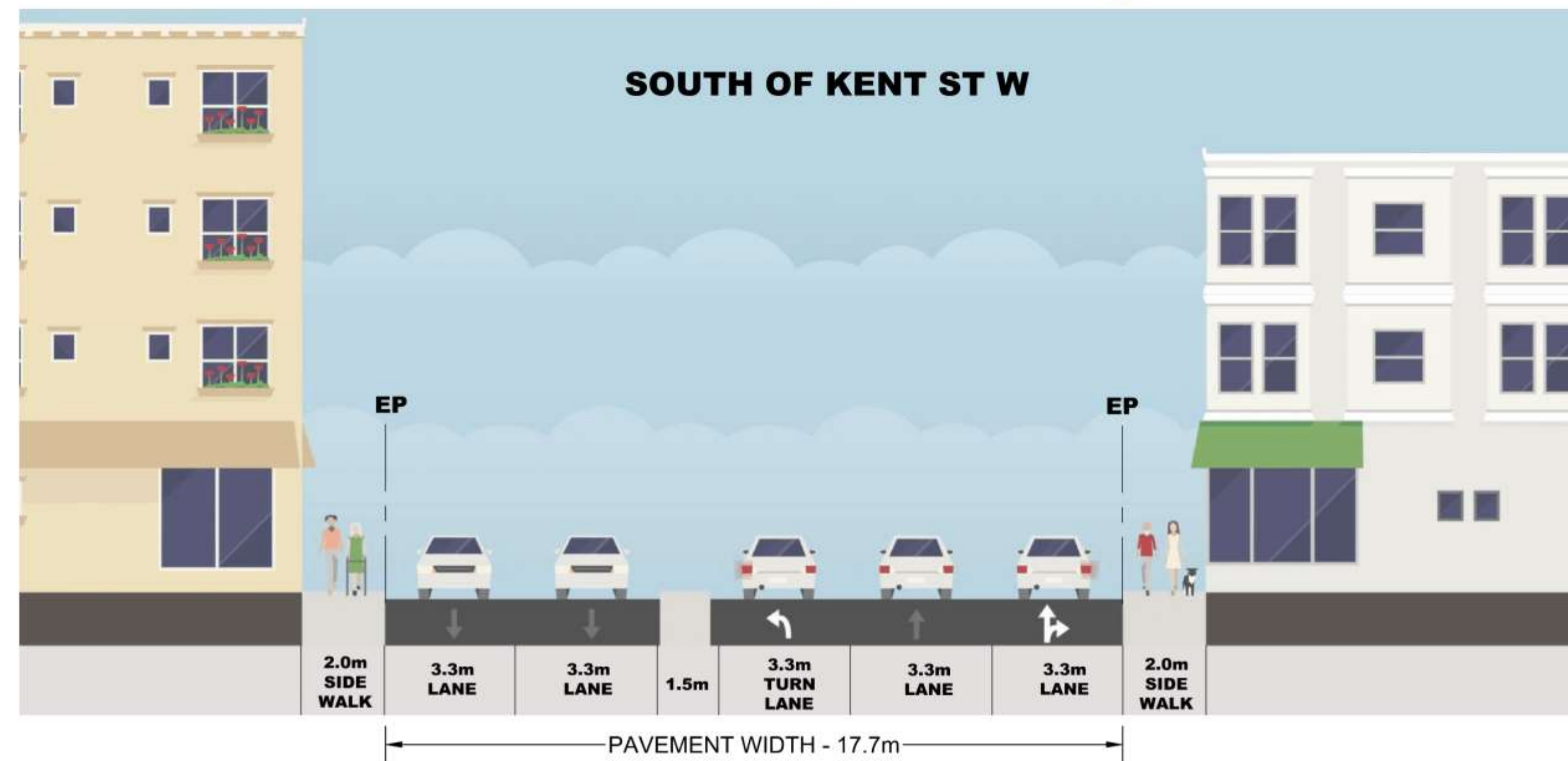


# KENT STREET INTERSECTION AND MAIN CORRIDOR ALTERNATIVES



## ALTERNATIVE 2B





















**SOUTH OF COLBORNE STREET W INTERSECTION:**  
TREES REMOVED = 52 + 2 CEDAR HEDGES  
UTILITY POLES RELOCATED = 21\*  
\*9 POTENTIALLY MAINTAINED THROUGH DETAILED DESIGN  
LIGHT STANDARDS RELOCATED = 4



\*TYPICAL SECTION ALTERNATIVES WERE CREATED USING STREETMIX AND ARE LICENSED UNDER CREATIVE COMMONS (CC BY-SA 4.0).



# REFINEMENT OF PRELIMINARY PREFERRED ALTERNATIVE: KENT STREET WEST INTERSECTION

CATEGORY	REGULATORY / POLICY / DESIGN REQUIREMENT	ALTERNATIVE 2A			ALTERNATIVE 2B		
		FULL LANE BUILDOUT			REDUCED NORTHBOUND LANES		
		<b>Kent St. W. Intersection:</b> <b>NB:</b> 1x LT, 1x Thru, 1x Thru/RT <b>SB:</b> 1x LT, 2x Thru, 1x Ded. RT* <b>EB:</b> Ex. Conditions + 1x Ded. RT* <b>WB:</b> Ex. Conditions *  <b>Angeline Corridor*:</b> <b>NB:</b> 2x Thru <b>SB:</b> 2x Thru <b>Centre:</b> 1x Shared LT  * Common among all Alternatives			<b>Kent St. W. Intersection:</b> <b>NB:</b> 2x LT, 1x Thru, 1x Thru/RT <b>SB:</b> 1x LT, 2x Thru, 1x Ded. RT* <b>EB:</b> Ex. Conditions + 1x Ded. RT* <b>WB:</b> Ex. Conditions *  <b>Angeline Corridor*:</b> <b>NB:</b> 2x Thru <b>SB:</b> 2x Thru <b>Centre:</b> 1x Shared LT  * Common among all Alternatives		
TRANSPORTATION	TRAFFIC OPERATIONS / PERFORMANCE	Accommodates 2031 traffic volume at Kent Street intersection  Addresses problem statement		4	Accommodates 2031 traffic volume at Kent Street intersection  Comparitively lower Level of Service  Addresses problem statement		3
	ROADWAY SAFETY / DRIVER FAMILIARITY	All equal		2	All equal		2
	NOISE	Increase is negligible - all equal		2	Increase is negligible - all equal		2
SOCIAL & ECONOMIC ENVIRONMENT	PROPERTY IMPACTS / LAND USE	Kent Street : <u>High Density Residential</u> - relatively higher impacts <u>Commercial</u> - all equal <u>Institutional</u> - all equal Severe impact to underground parking structure  Remaining property to north: generally equal impacts		1	Kent Street : <u>High Density Residential</u> - relatively lower impacts <u>Commercial</u> - all equal <u>Institutional</u> - all equal Moderate impact to underground parking structure  Remaining property to north: generally equal impacts		2
NATURAL ENVIRONMENT	LANDSCAPE	More tree removal		1	Less tree removal		2
	SURFACE WATER	No impacts to surface water features - all equal		2	No impacts to surface water features - all equal		2
	SPECIES AT RISK	All equal		2	All equal		2
CULTURAL ENVIRONMENT	BUILT HERITAGE / ARCHAEOLOGICAL RESOURCES	All equal - cleared of archaeological concerns via Stage 1 & 2 Archaeological Assessments		2	All equal - cleared of archaeological concerns via Stage 1 & 2 Archaeological Assessments		2
COST	UTILITY RELOCATIONS	All equal		2	All equal		2
	PRELIMINARY CONSTRUCTION COSTS	Relatively higher		1	Relatively lower		2
TOTALS		19			21		



# COLBORNE STREET WEST INTERSECTION

## Background

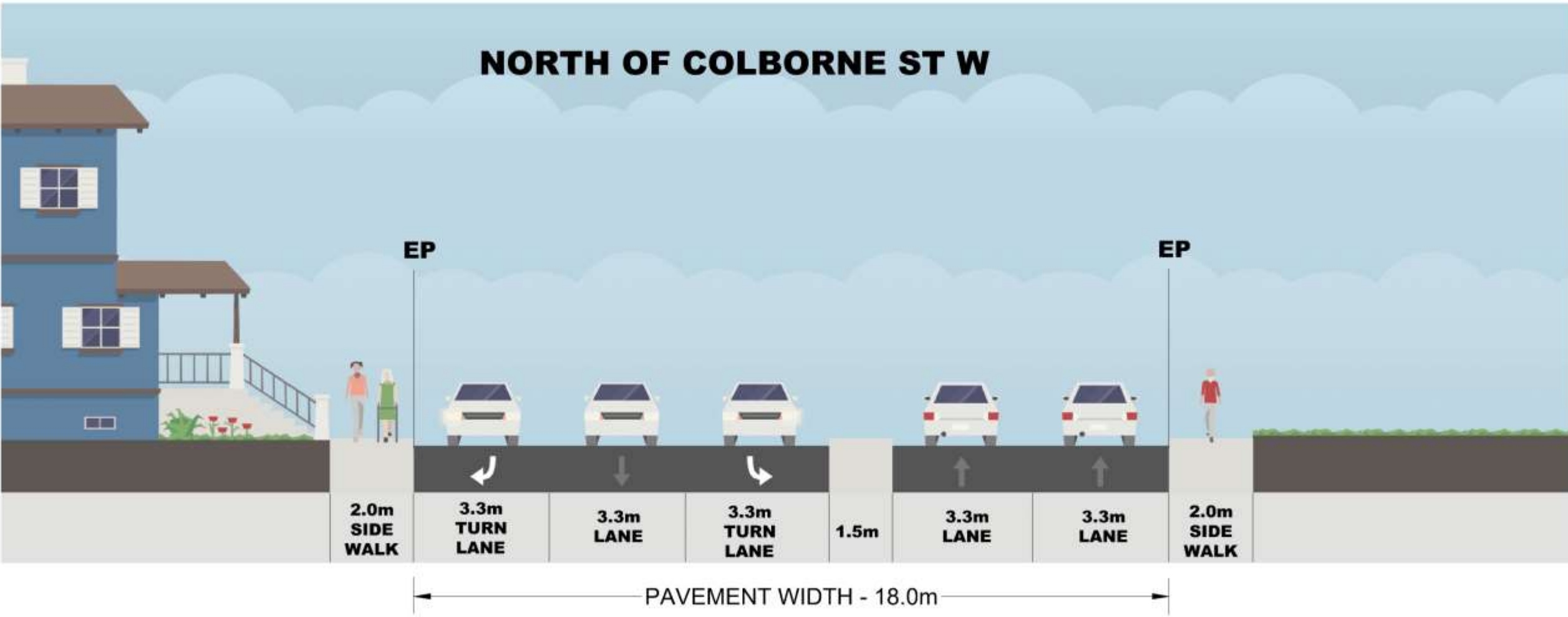
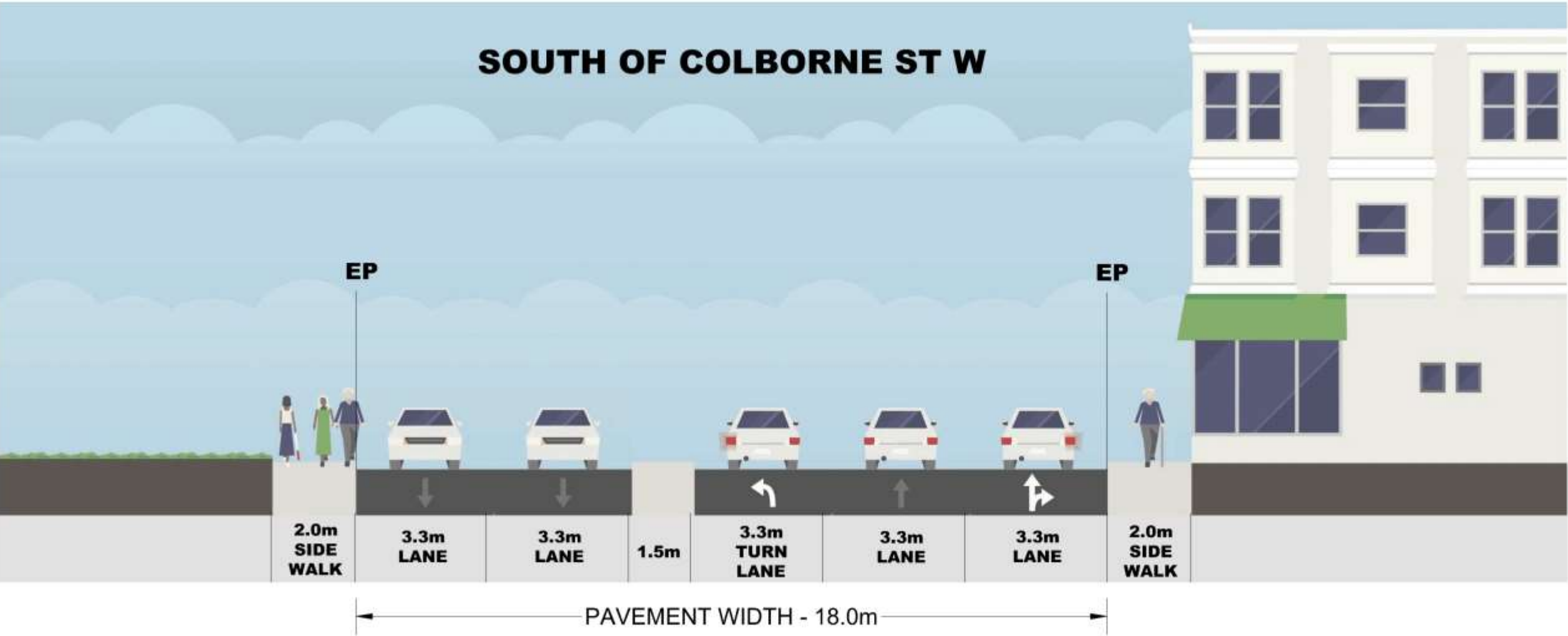
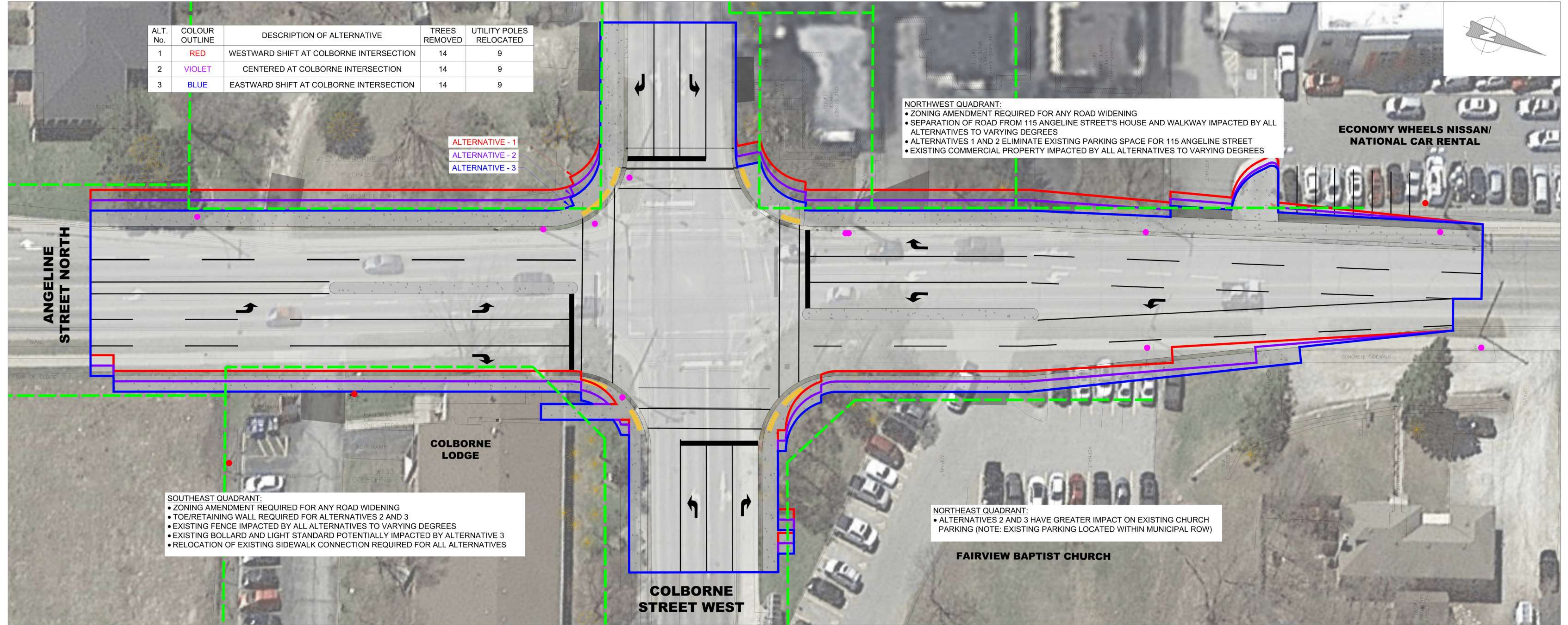
- The Colborne Street West and Angeline Street North intersection was subject to a corridor study and approved MCEA that was previously completed in 2016. The results of that MCEA recommended a 5-lane cross section in both the north and south intersection legs.
- The alternatives considered as part of this MCEA are consistent with the previous corridor study; however, placement options (i.e., eastward shift, centred, westward shift) were reviewed.
- The placement options was investigated to best balance the impacts of the road widening between the abutting properties, minimizing them to the greatest extent possible.

The following alternatives were considered to further refine the proposed Colborne Street West intersection configuration.



COLBORNE STREET INTERSECTION ALTERNATIVES































ALT. No.	COLOUR OUTLINE	DESCRIPTION OF ALTERNATIVE	TREES REMOVED	UTILITY POLES RELOCATED
1	RED	WESTWARD SHIFT AT COLBORNE INTERSECTION	14	9
2	VIOLET	CENTERED AT COLBORNE INTERSECTION	14	9
3	BLUE	EASTWARD SHIFT AT COLBORNE INTERSECTION	14	9



\*TYPICAL SECTION ALTERNATIVES WERE CREATED USING STREETMIX AND ARE LICENSED UNDER CREATIVE COMMONS (CC BY-SA 4.0).



# REFINEMENT OF PRELIMINARY PREFERRED ALTERNATIVE: COLBORNE STREET WEST INTERSECTION

CATEGORY	REGULATORY / POLICY / DESIGN REQUIREMENT	ALTERNATIVE 1			ALTERNATIVE 2			ALTERNATIVE 3		
		<u>WESTWARD SHIFT AT COLBORNE INTERSECTION</u>			<u>CENTRED AT COLBORNE INTERSECTION</u>			<u>EASTWARD SHIFT AT COLBORNE INTERSECTION</u>		
		<b>Colborne St. W Intersection*:</b> <b>NB:</b> 1x LT, 1x Thru, 1x Ded. RT <b>SB:</b> 1x LT, 1x Thru, 1x Ded. RT <b>EB:</b> 1x LT, 1x Thru, 1x Ded. RT <b>WB:</b> 1x LT, 1x Thru, 1x Ded. RT  <b>Angeline Corridor*:</b> <b>NB:</b> 2x Thru <b>SB:</b> 2x Thru <b>Centre:</b> 1x Shared LT  <i>* Common among all Alternatives</i>			<b>Colborne St. W Intersection*:</b> <b>NB:</b> 1x LT, 1x Thru, 1x Ded. RT <b>SB:</b> 1x LT, 1x Thru, 1x Ded. RT <b>EB:</b> 1x LT, 1x Thru, 1x Ded. RT <b>WB:</b> 1x LT, 1x Thru, 1x Ded. RT  <b>Angeline Corridor*:</b> <b>NB:</b> 2x Thru <b>SB:</b> 2x Thru <b>Centre:</b> 1x Shared LT  <i>* Common among all Alternatives</i>			<b>Colborne St. W Intersection*:</b> <b>NB:</b> 1x LT, 1x Thru, 1x Ded. RT <b>SB:</b> 1x LT, 1x Thru, 1x Ded. RT <b>EB:</b> 1x LT, 1x Thru, 1x Ded. RT <b>WB:</b> 1x LT, 1x Thru, 1x Ded. RT  <b>Angeline Corridor*:</b> <b>NB:</b> 2x Thru <b>SB:</b> 2x Thru <b>Centre:</b> 1x Shared LT  <i>* Common among all Alternatives</i>		
TRANSPORTATION	TRAFFIC OPERATIONS / PERFORMANCE	Accommodates 2031 traffic volume at Kent Street Intersection, the Angeline Street Corridor, and the Colborne Street Intersection.  Addresses problem statement		4	Accommodates 2031 traffic volume at Kent Street Intersection, the Angeline Street Corridor, and the Colborne Street Intersection.  Addresses problem statement		4	Accommodates 2031 traffic volume at Kent Street Intersection, the Angeline Street Corridor, and the Colborne Street Intersection.  Addresses problem statement		4
	ROADWAY SAFETY / DRIVER FAMILIARITY	All equal		2	All equal		2	All equal		2
	NOISE	Increase is negligible - all equal		2	Increase is negligible - all equal		2	Increase is negligible - all equal		2
SOCIAL & ECONOMIC ENVIRONMENT	PROPERTY IMPACTS / LAND USE	<u>Residential</u> - Minimal separation from NW property walkway; only parking space eliminated <u>Commercial</u> - Greatest impact to existing parking area <u>Community Facility</u> - Church parking maintained		1	<u>Residential</u> - Increased separation from NW property walkway; only parking space eliminated <u>Commercial</u> - Reduced impact to existing parking area <u>Community Facility</u> - Church parking impacted (located within municipal right-of-way)		2	<u>Residential</u> - Greatest separation from NW property walkway; existing parking space maintained <u>Commercial</u> - Least impact to existing parking area <u>Community Facility</u> - Church parking impacted (located within municipal right-of-way)		3
NATURAL ENVIRONMENT	LANDSCAPE	All equal		2	All equal		2	All equal		2
	SURFACE WATER	No impacts to surface water features - all equal		2	No impacts to surface water features - all equal		2	No impacts to surface water features - all equal		2
	SPECIES AT RISK	All equal		2	All equal		2	All equal		2
CULTURAL ENVIRONMENT	BUILT HERITAGE / ARCHAEOLOGICAL RESOURCES	All equal		2	All equal		2	All equal		2
COST	UTILITY RELOCATIONS	All equal		2	All equal		2	All equal		2
	PRELIMINARY CONSTRUCTION COSTS	Does not require toe/retaining wall in southeast quadrant		3	Requires toe/retaining wall in southeast quadrant		2	Requires toe/retaining wall in southeast quadrant		2
TOTALS		22			22			23		



# SUMMARY OF PREFERRED ALTERNATIVE

## Along the Main Section of the Angeline Street North Corridor:

- Widen existing configuration from 2 lanes to 5 lanes.
- 2 lanes each for northbound and southbound directions.
- Centre lane for two-way left turns.

## At the Kent Street West Intersection:

- Alternative 2B is the preliminary preferred alternative for the refinement of this intersection (one northbound lane proposed in south leg eliminated).
- **North Leg:**
  - Southbound: 2x through lanes, 1x left-turn (LT) lane, 1x right-turn (RT) lane
  - Northbound: 2x through lanes
- **East Leg:**
  - Westbound: 1x through lane, 1x LT lane, 1x shared through-RT lane
  - Eastbound: 2x through lanes
- **South Leg:**
  - Northbound: 1x through lane, 1x LT lane, 1x shared through-RT lane
  - Southbound: 2x through lanes
- **West Leg:**
  - Eastbound: 2x through lanes, 1 LT lane, 1 RT lane
  - Westbound: 2x through lanes

## At the Colborne Street West Intersection:

- Alternative 3 is the preliminary preferred alternative for the refinement of this intersection (eastward shift of road alignment).
- **North Leg:**
  - Southbound: 2x through lanes, 1x LT lane, 1x RT lane
  - Northbound: 2x through lanes
- **East Leg:**
  - Westbound: 1x through lane, 1x LT lane, 1x shared through-RT lane
  - Eastbound: 2x through lanes
- **South Leg:**
  - Northbound: 1x through lane, 1x LT lane, 1x shared through-RT lane
  - Southbound: 2x through lanes
- **West Leg:**
  - Eastbound: 2x through lanes, 1x LT lane, 1x RT lane
  - Westbound: 2x through lanes



# NEXT STEPS

Upon completion of Public Information Centre #2, the following steps will be taken:

- Receive and review comments received from this Public Information Centre;
- Prepare Project File Report;
- Staff Report to Council for approval to post Preferred Alternative for review; and
- Issue Notice of Study Completion and post Project File Report for 30-day review.

**Thank you for your attendance and participation in this public meeting.**

**Please provide comments by May 31, 2024.**

**Mr. Alex Wilkinson, P. Eng.**

Consultant Project Manager

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Comments and information regarding the proposed project are being collected to assist the City of Kawartha Lakes in meeting the requirements of the Municipal Class Environmental Assessment. The collection of comments and information will be conducted in accordance with the **Freedom of Information and Protection of Privacy Act**. Comments will be maintained on file for use during the study and may be included in the study documentation. With the exception of personal information, all comments will become part of the public record.

