Public Information Centre

Angeline Street North Corridor

Colborne Street West to Roosevelt Street
Town of Lindsay

Municipal Class Environmental Assessment

February 28th, 2019
4:30 p.m. to 6:30 p.m.

KAWARTHA LAKES

Ainley GROUP CONSULTING ENGINEERS PLANNERS

Welcome

Welcome to the Public Information Centre for the Angeline Street North Corridor between Colborne Street West and Roosevelt Street, within the Town of Lindsay.

The purpose of this Public Information Centre is:

- To introduce the project and explain the Municipal Class Environmental Assessment (MCEA) process;
- To summarize the study area and existing conditions of the Angeline Street North corridor;
- To provide reconstruction alternatives for Angeline Street North, including Kent and Colborne Street intersections; and
- To provide an opportunity for the public to discuss and provide comments on the alternative solutions.

Members of the City of Kawartha Lakes and their consultant, Ainley Group, are working as a team to complete the MCEA process and are available to discuss the project with you.

We encourage you to fill out a comment sheet following your review of display materials

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PROJECT LOCATION PLAN

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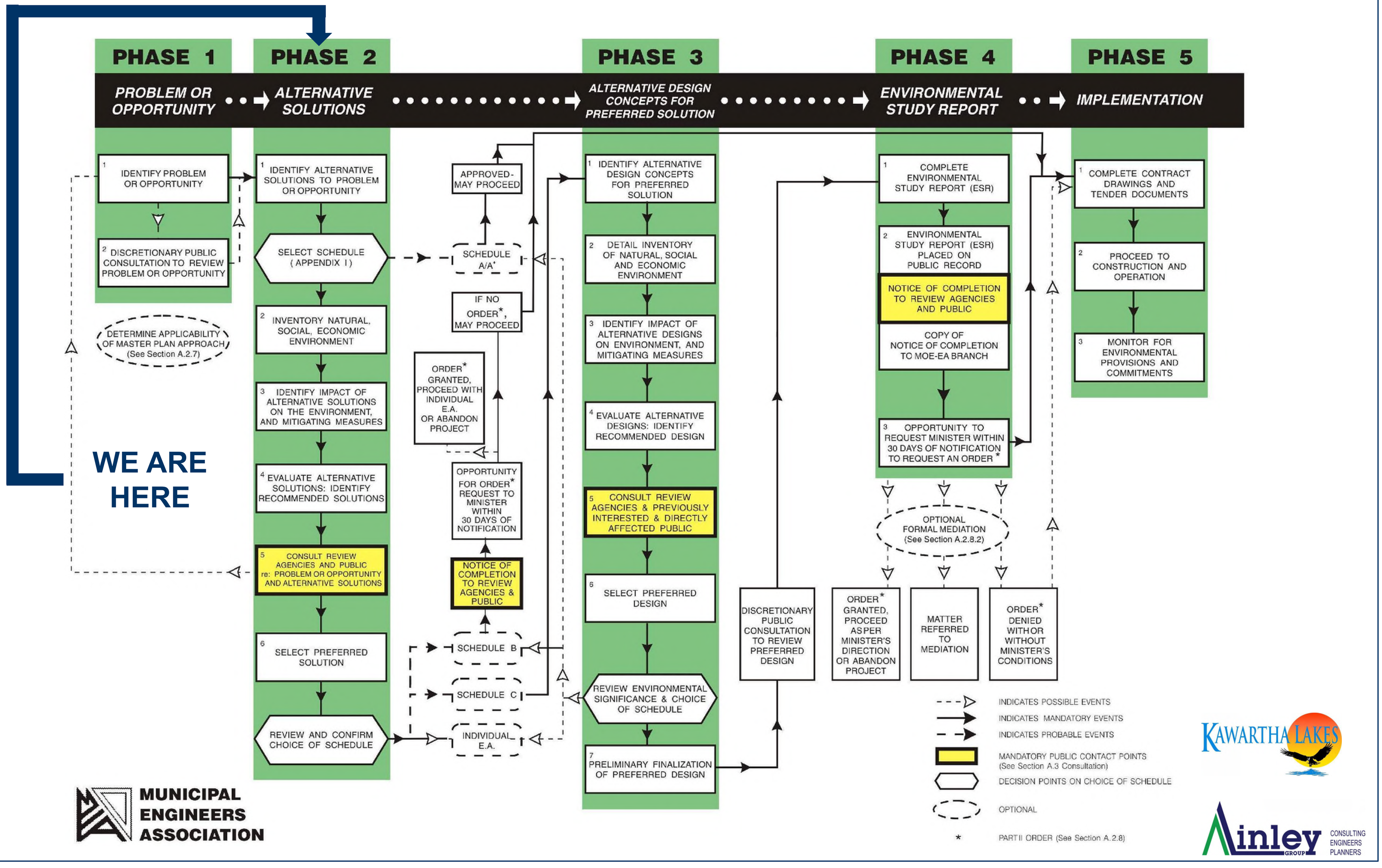
SCHEDULE 'B' MUNICIPAL CLASS EA PROCESS

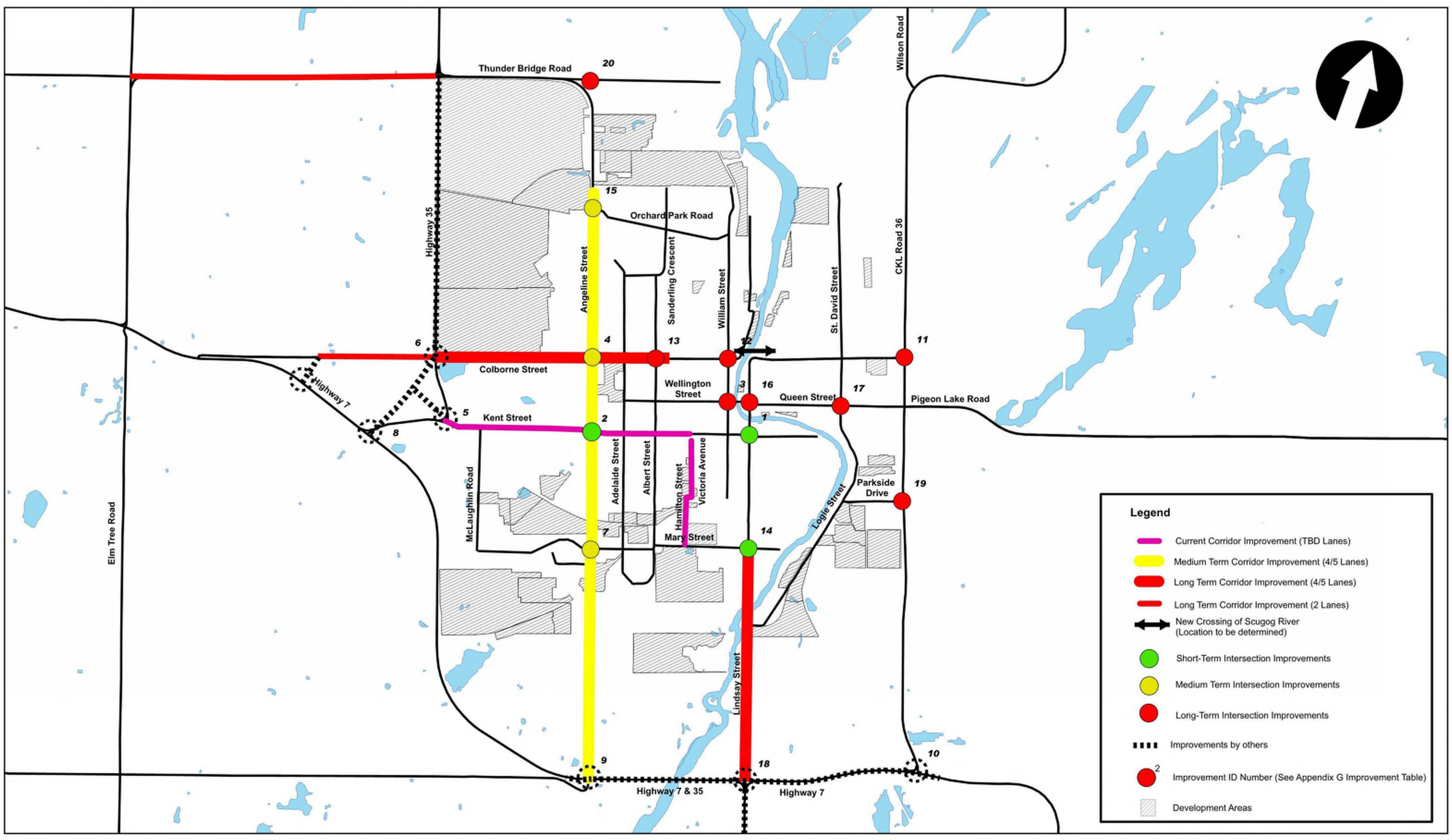


Study Purpose and Background

Study Purpose / Background

The purpose of this Municipal Class Environmental Assessment is to identify and evaluate alternatives for improvements to the Angeline Street North corridor between Colborne Street West and Roosevelt Street, within the Town of Lindsay.

In 2012, the City of Kawartha Lakes completed a Transportation Master Plan which identified a number of areas with limited or insufficient traffic capacity to accommodate anticipated 2031 traffic demands. As part of the study, two (2) areas of improvement were identified on Angeline Street North at both the Kent Street West and Colborne Street West intersections.



Previous Environmental Assessments

To review potential opportunities for improvements at Angeline / Kent Streets and Angeline / Colborne Streets, CKL commissioned independent corridor studies and environmental assessments at these intersections. The identified preferred solution at these intersections based on the EA's is as follows:

Colborne Street West at Angeline Street North:

- Widen Angeline Street North from a 3-lane cross-section including a two-way left-turn lane, to a 5-lane cross section including a two-way left-turn lane.
- Add eastbound right turn lane.
- Add westbound right turn lane.

Kent Street West at Angeline Street North:

- Widen Angeline Street North from a 3-lane cross-section including a two-way left-turn lane, to a 5-lane cross section including a two-way left-turn lane.
- Add eastbound right turn lane.
- Add southbound right turn lane.
- Add additional northbound left-turn lane, for dual northbound left-turn lanes.

* In each of the respective EA's, it was recommended that the Angeline Street North corridor be evaluated under a separate MCEA

Problem and Opportunity Statement

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.

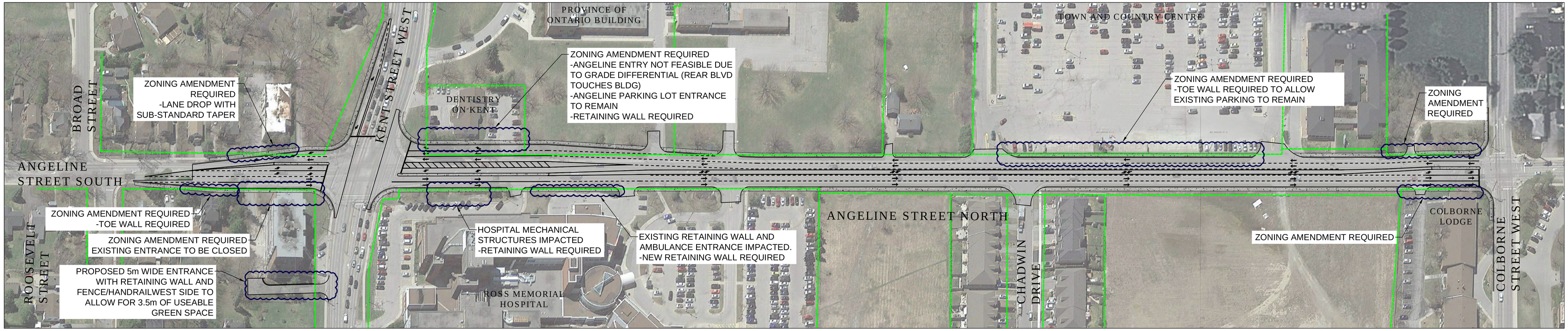
As a result of the projected growth, the 2012 Transportation Master Plan identified transportation **capacity constraints** on Kent Street West and Colborne Street West, with recommended improvements. Stand-alone corridor and EA studies for these intersections provided preferred intersection improvements which will be considered as part of this study for the Angeline Street North corridor.

Angeline Street North and Colborne Street West Intersection

Opportunity Statement

The Angeline Street North corridor will be reviewed for potential vehicular traffic improvements to meet the project 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.

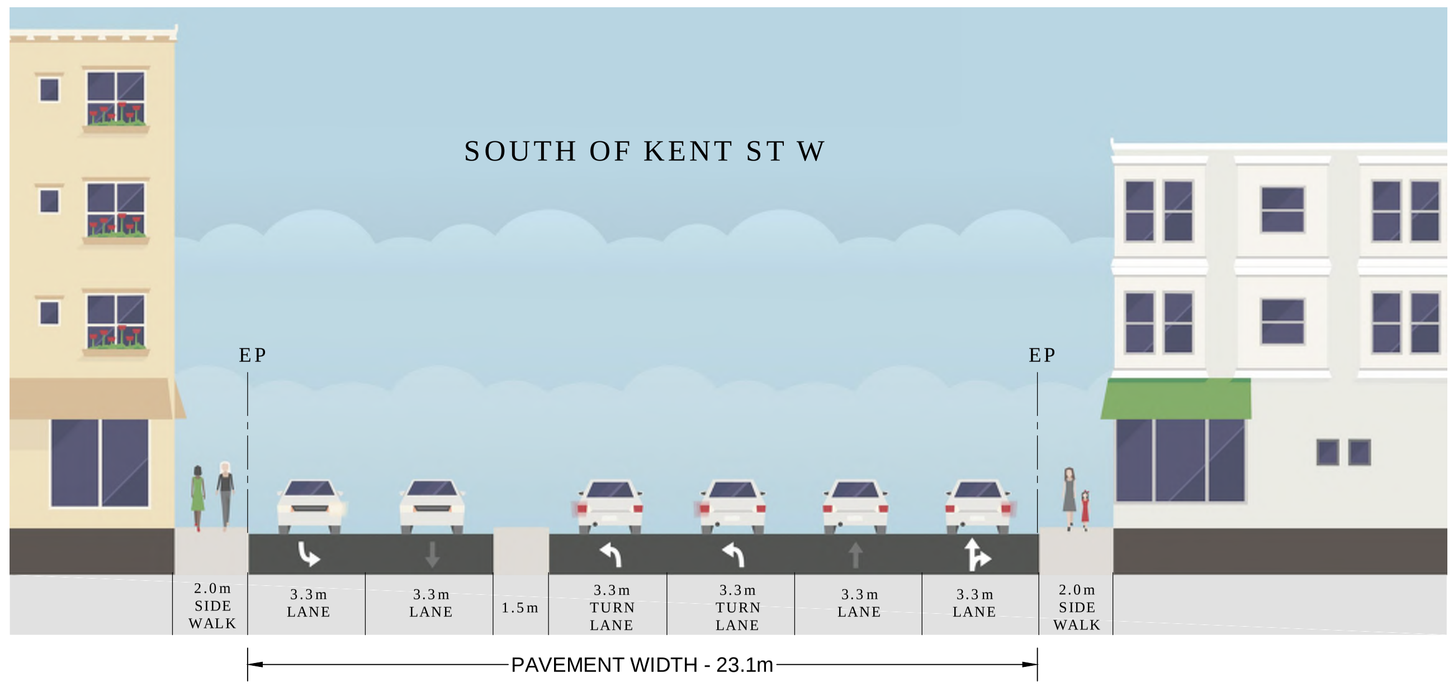
The reconstruction also provides an opportunity to review the condition of and replace watermain, sanitary sewer, and storm sewer infrastructure where warranted.

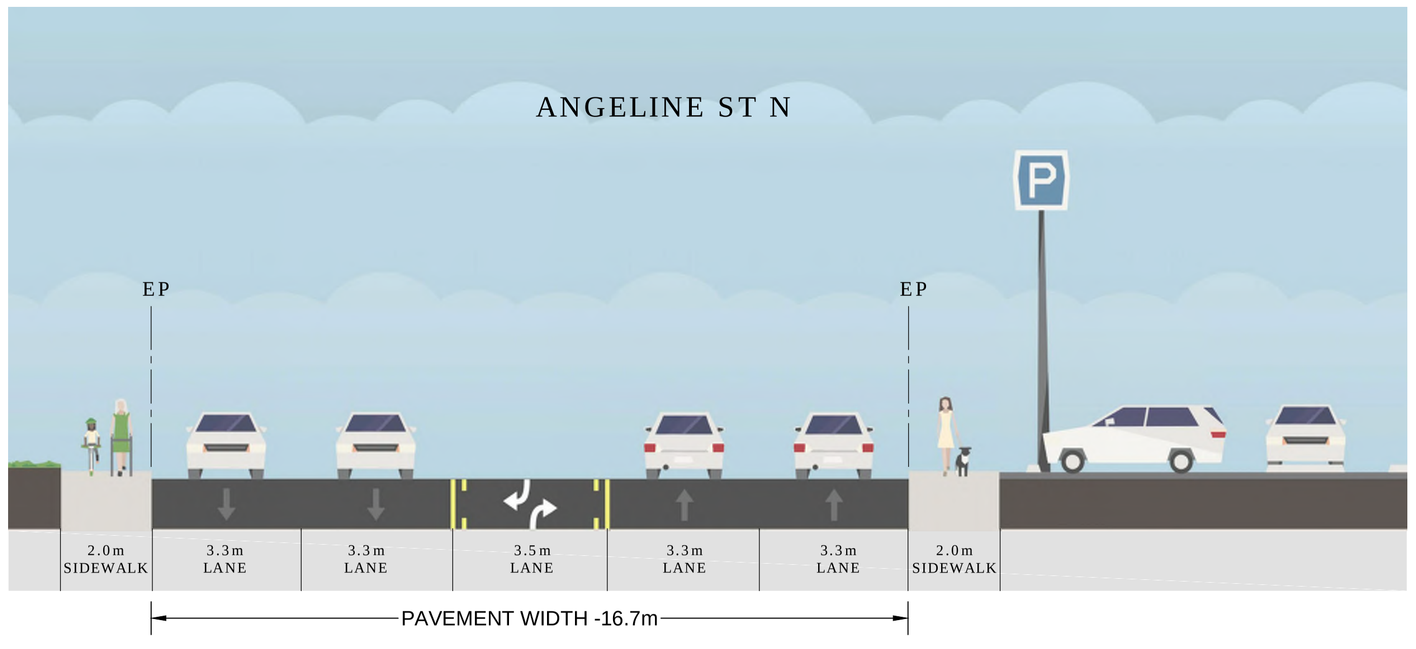


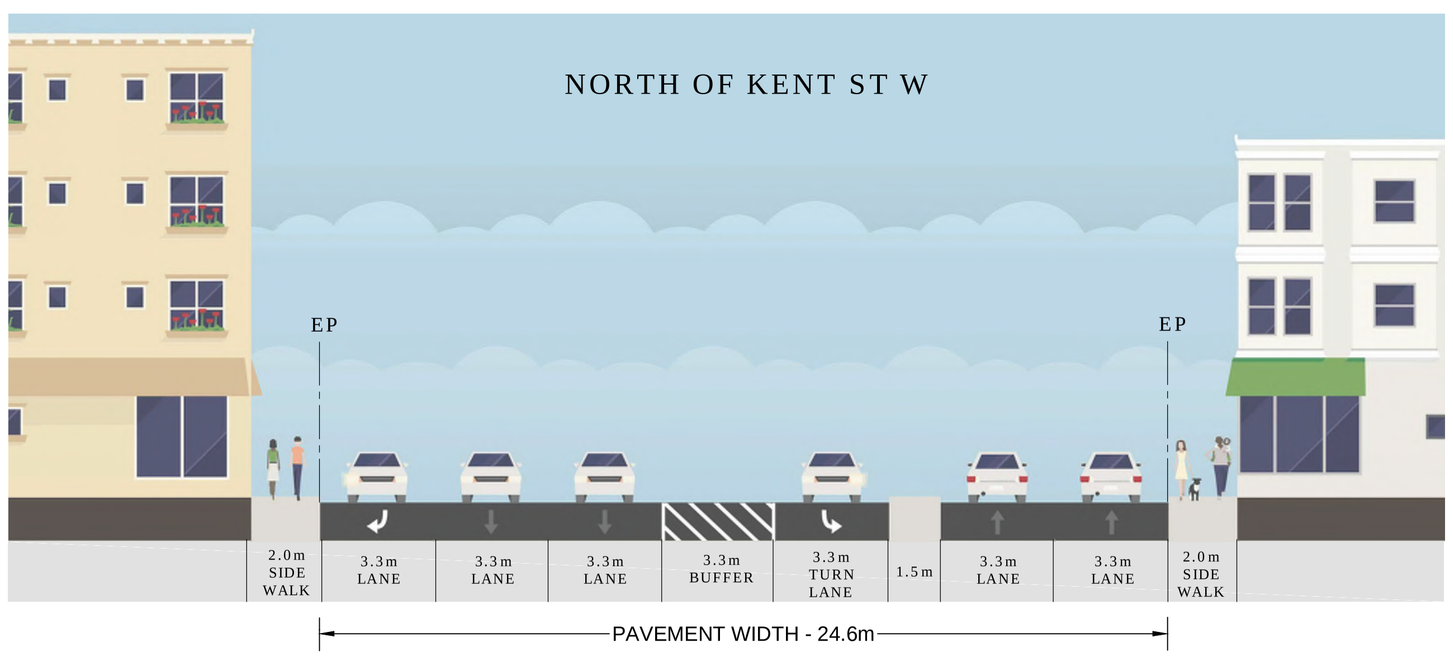
EXISTING R.O.W.

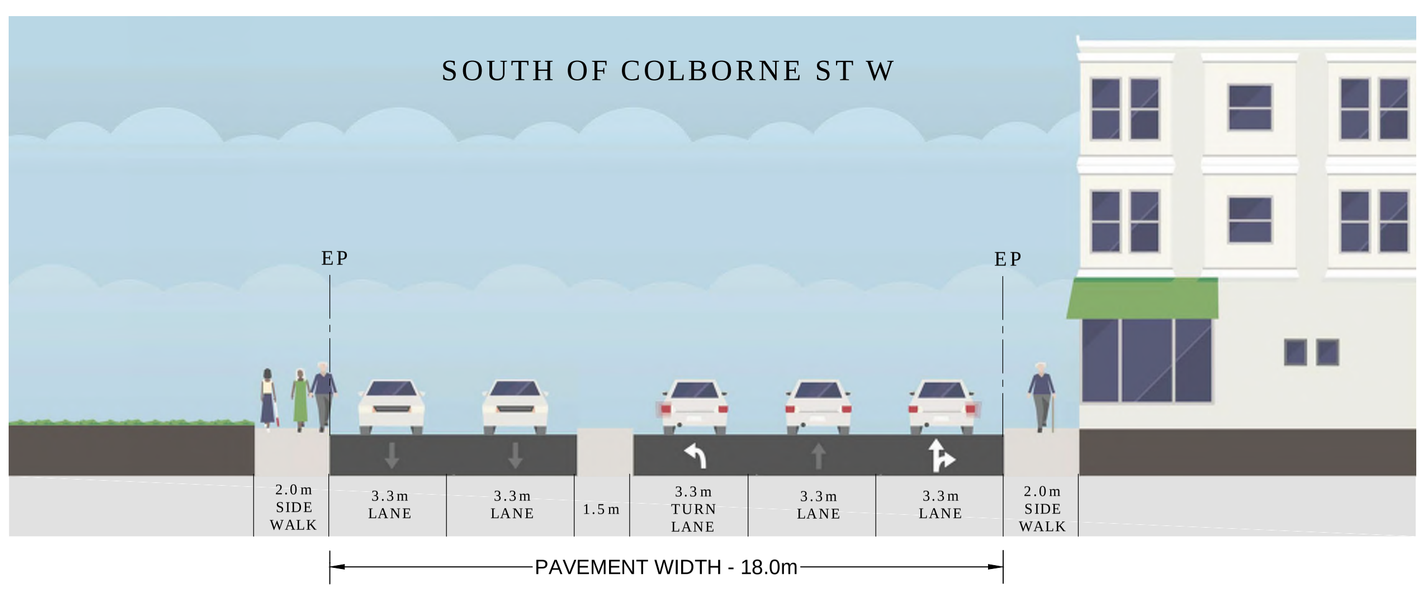
ALTERNATIVE 1

TREES REMOVED = 32
UTILITY POLES RELOCATED = 20

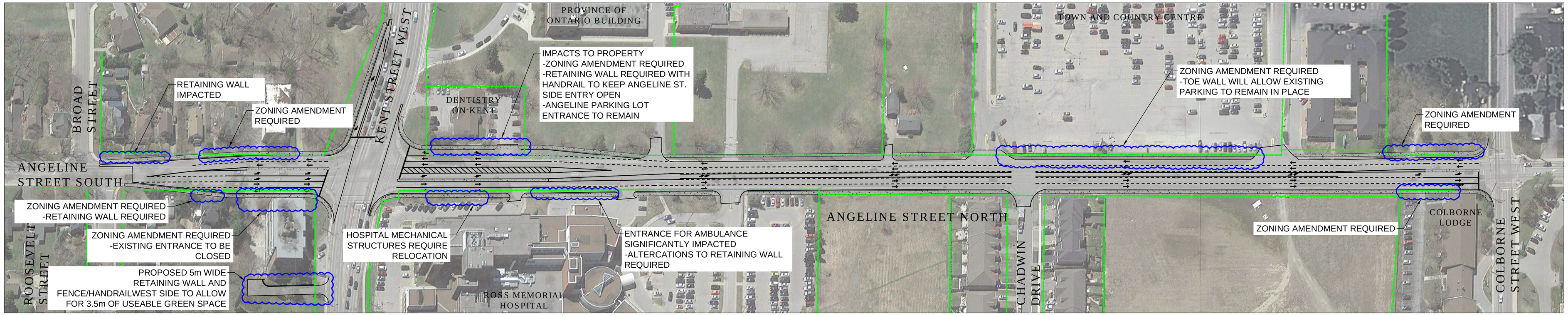








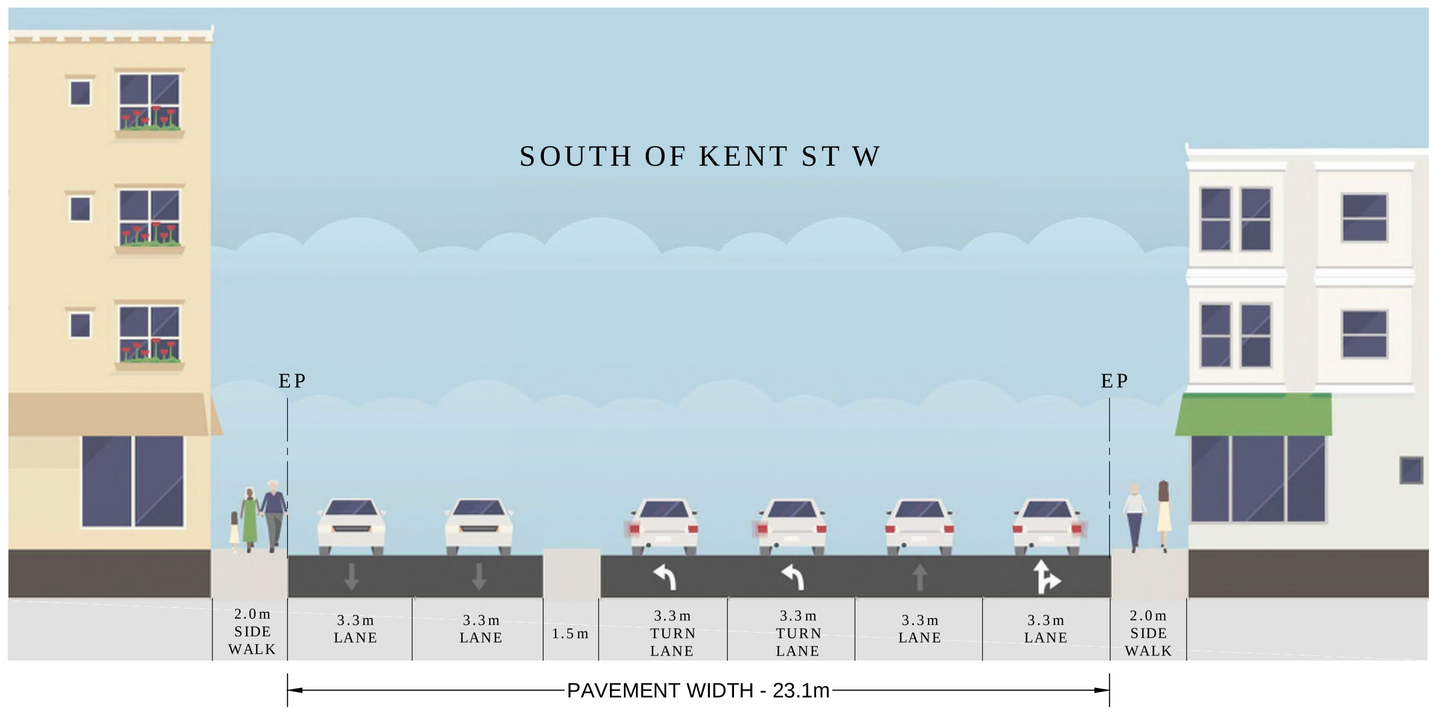
*TYPICAL SECTION ALTERNATIVES WERE CREATED USING STREETMIX AND ARE LICENSED UNDER CREATIVE COMMONS (CC BY-SA 4.0).

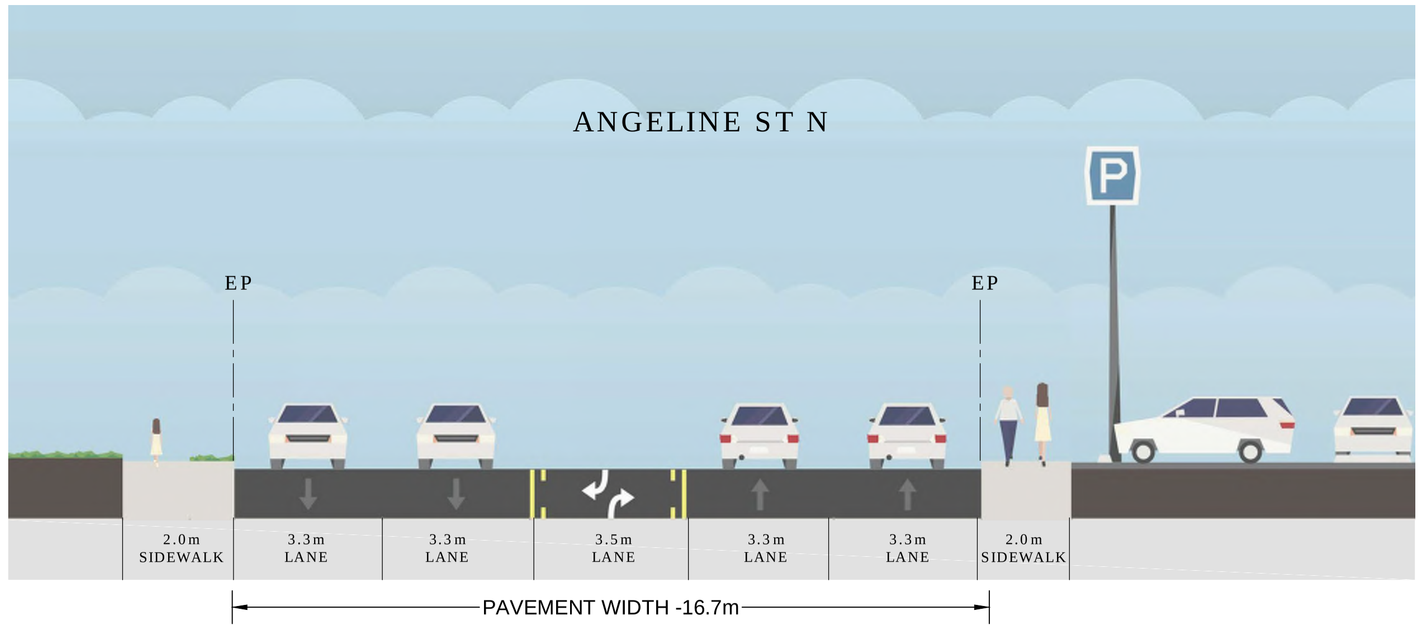


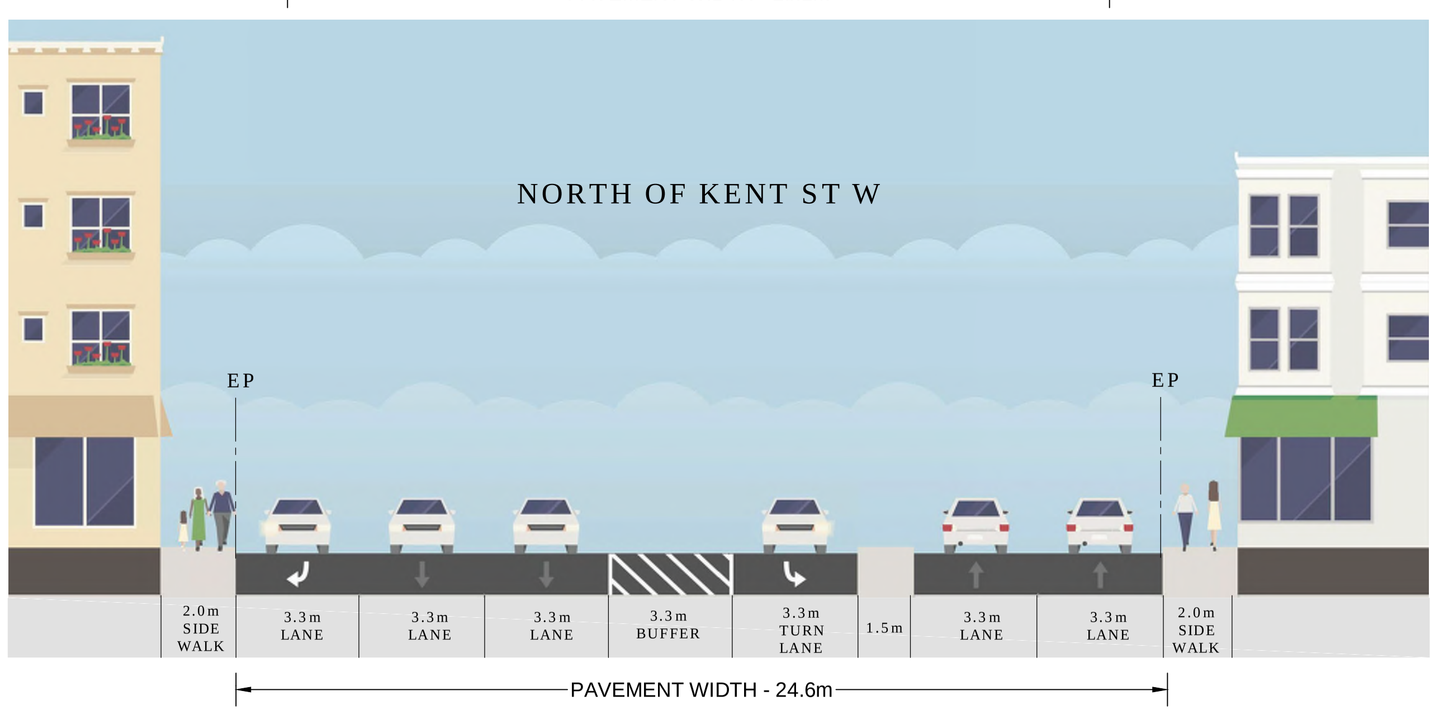
EXISTING R.O.W.

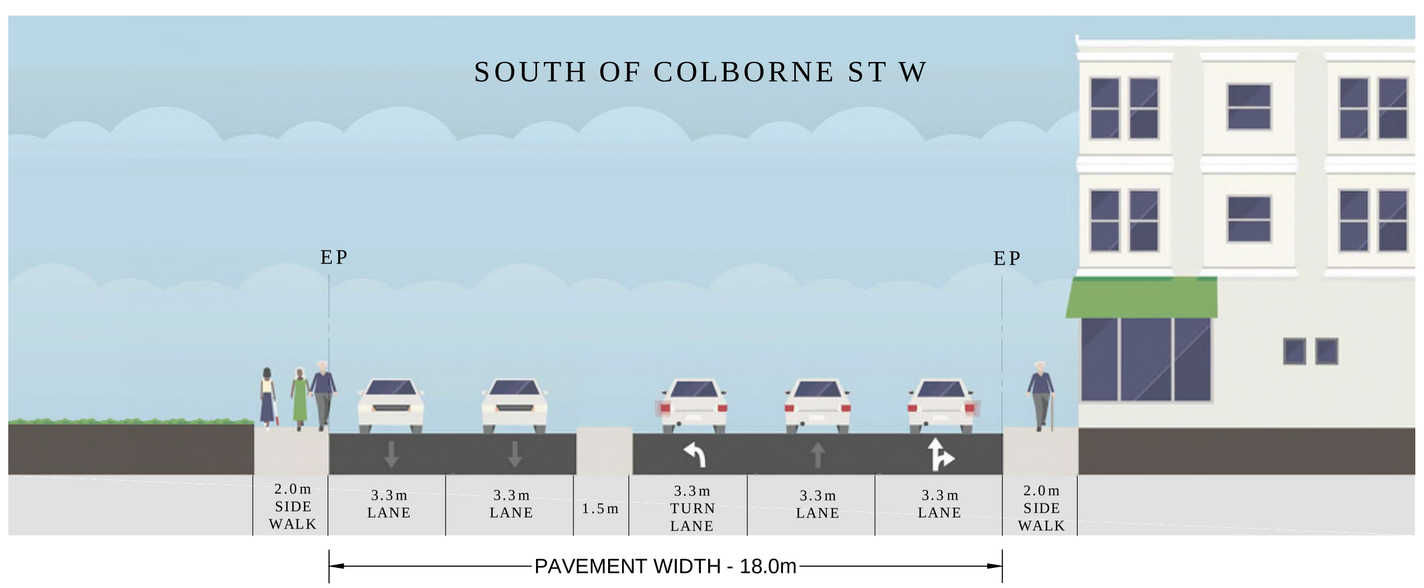
ALTERNATIVE 2

TREES REMOVED = 49
UTILITY POLES RELOCATED = 23









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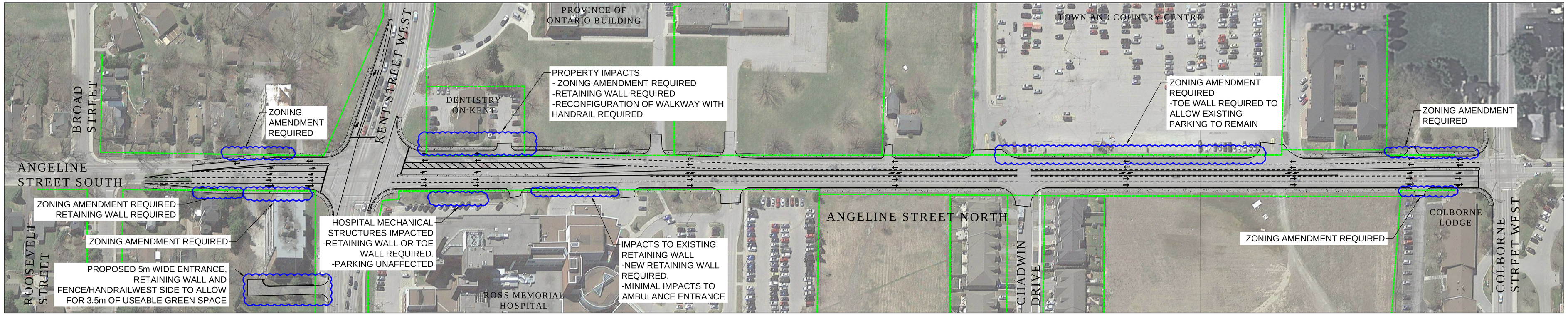
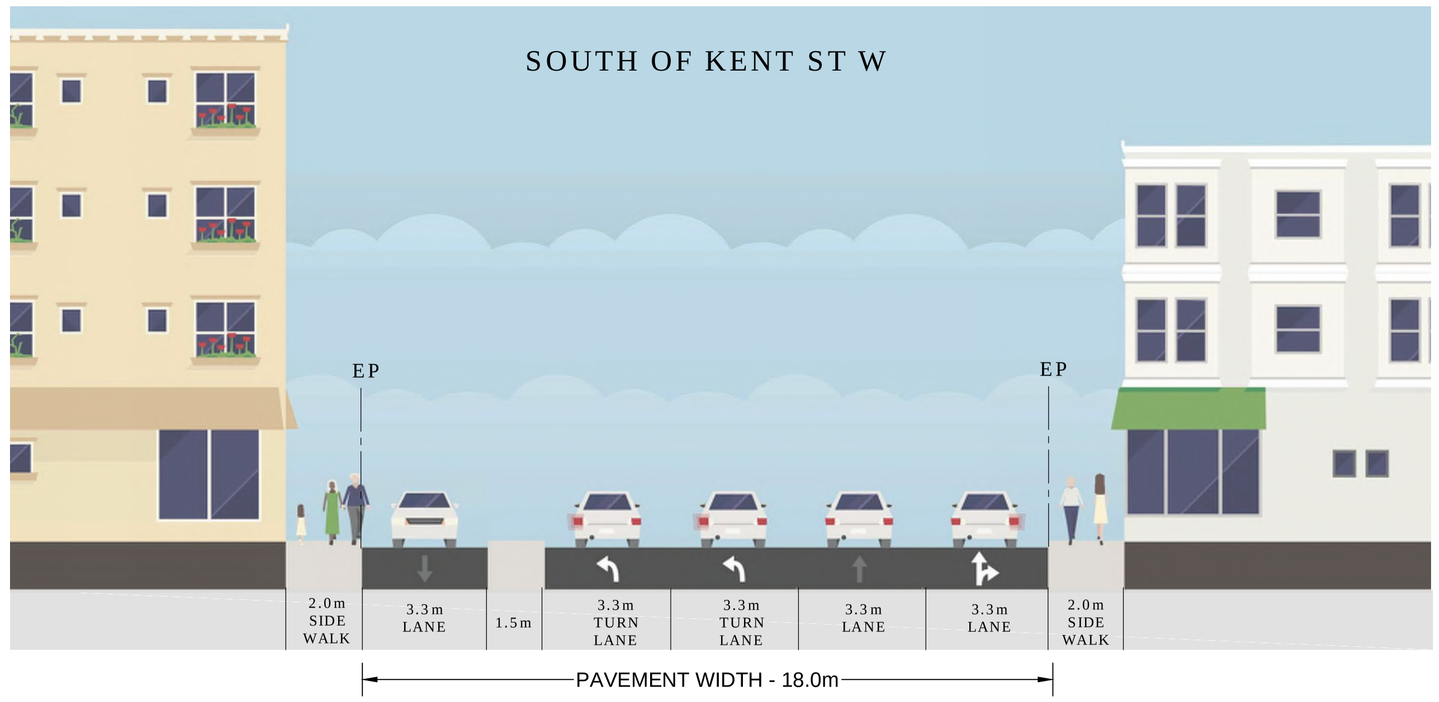
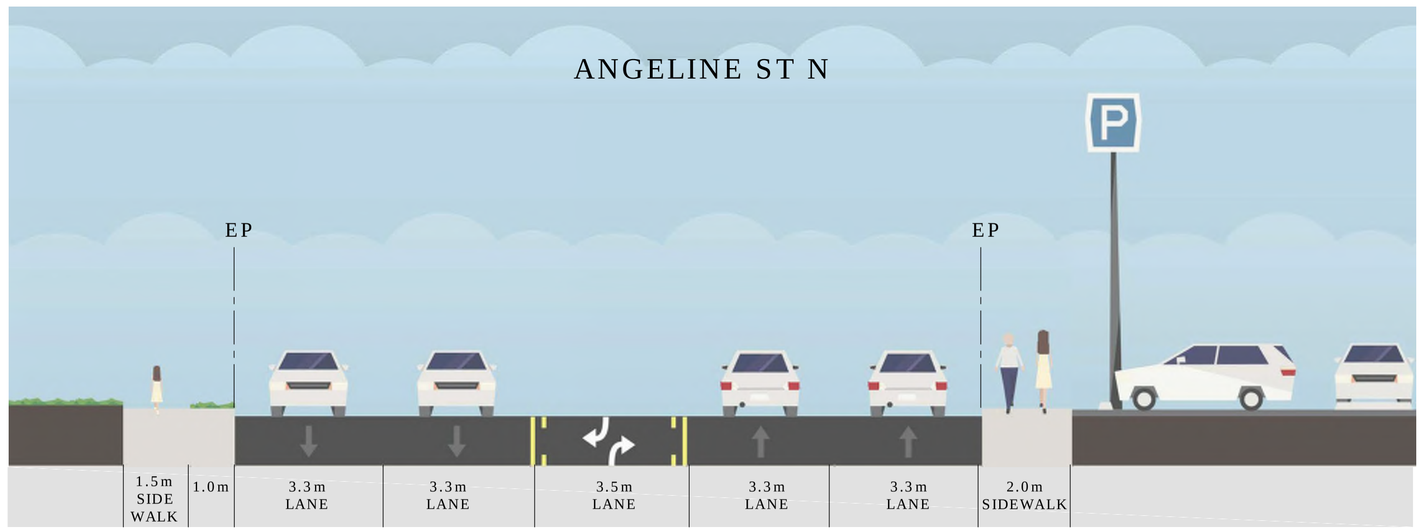


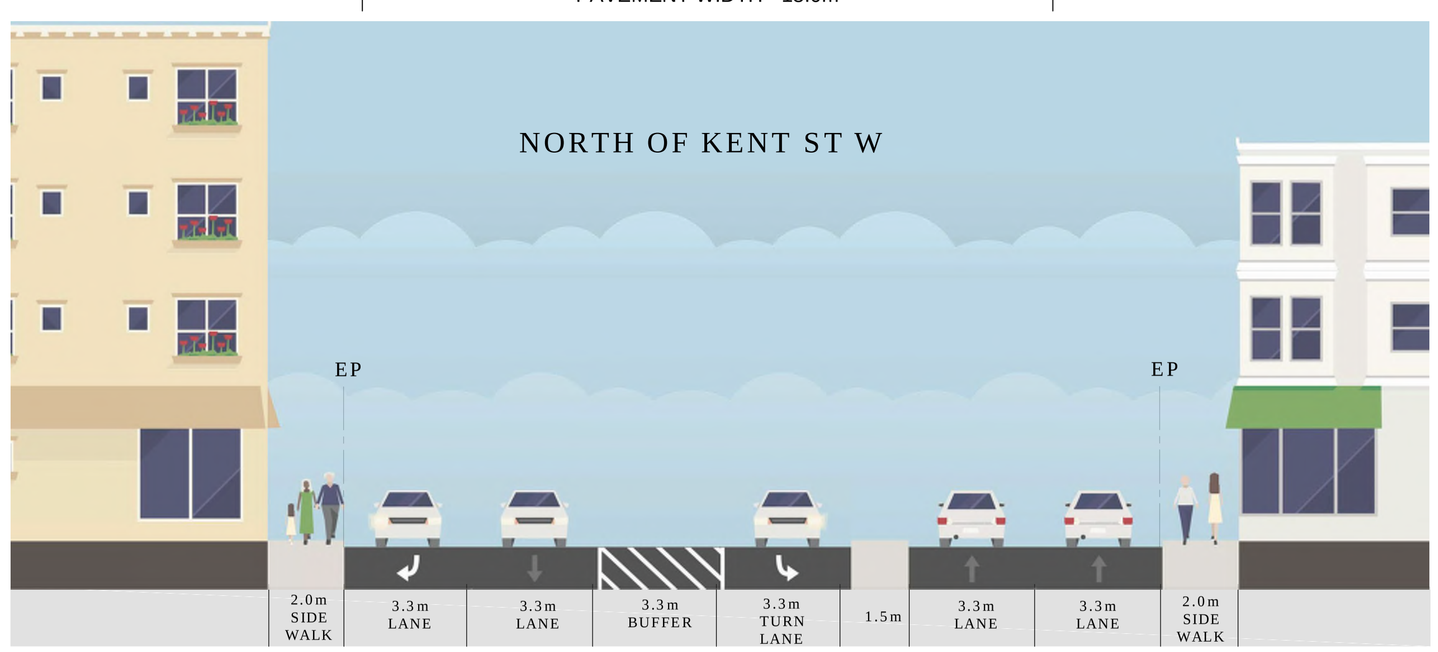
EXISTING R.O.W.

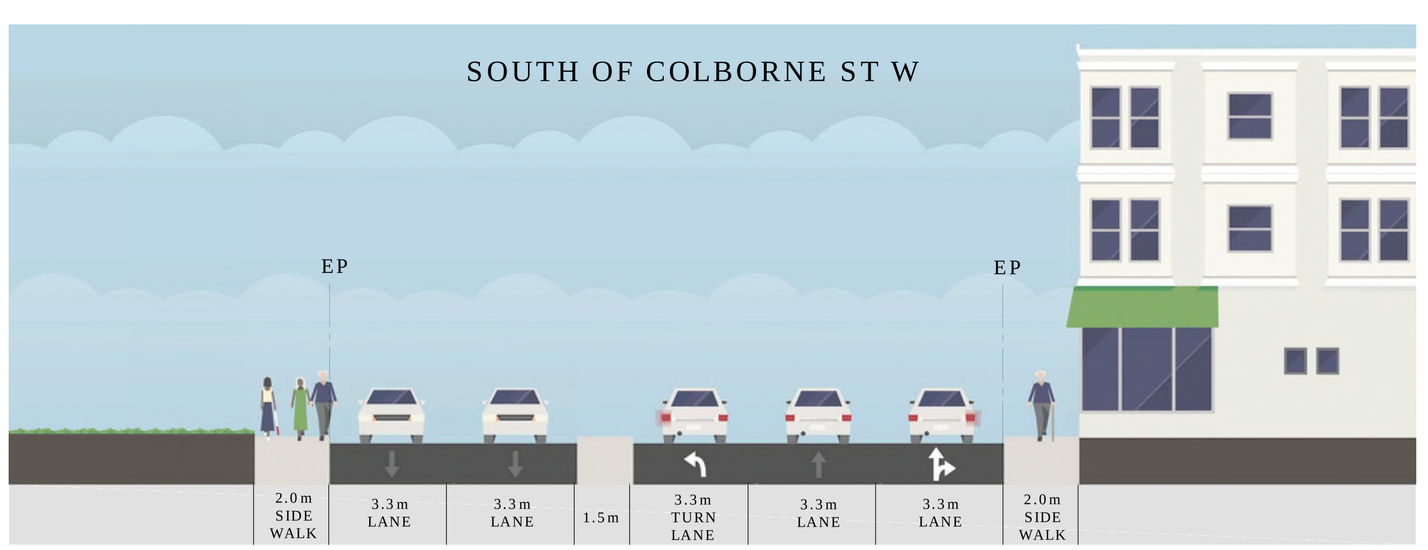
ALTERNATIVE 3

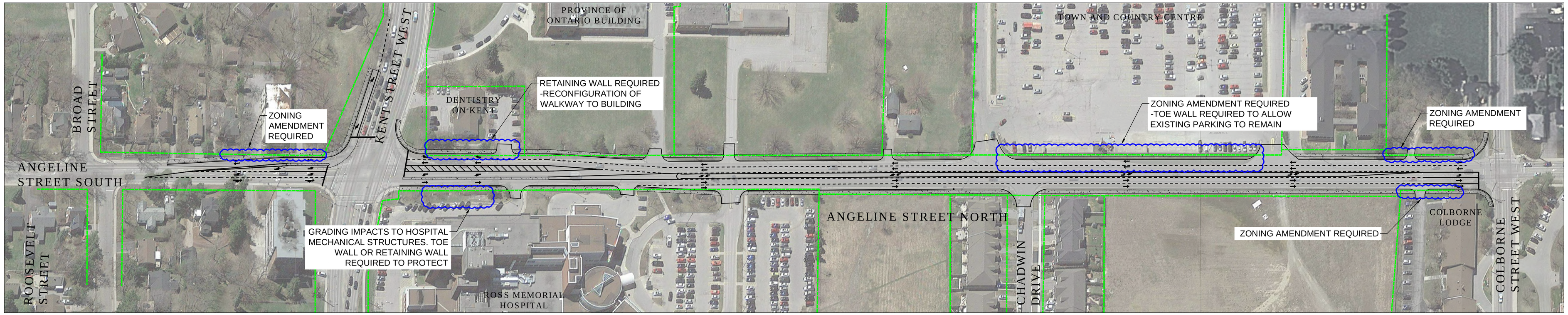
TREES REMOVED = 35
UTILITY POLES RELOCATED = 11







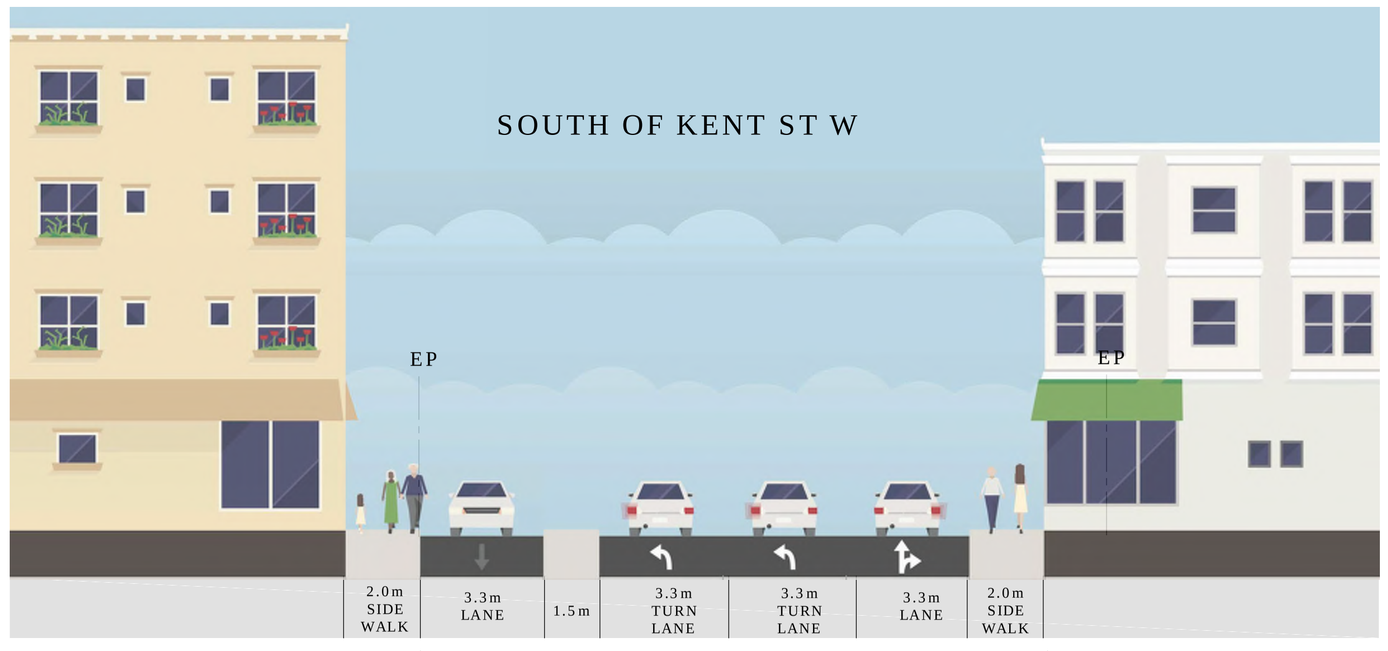


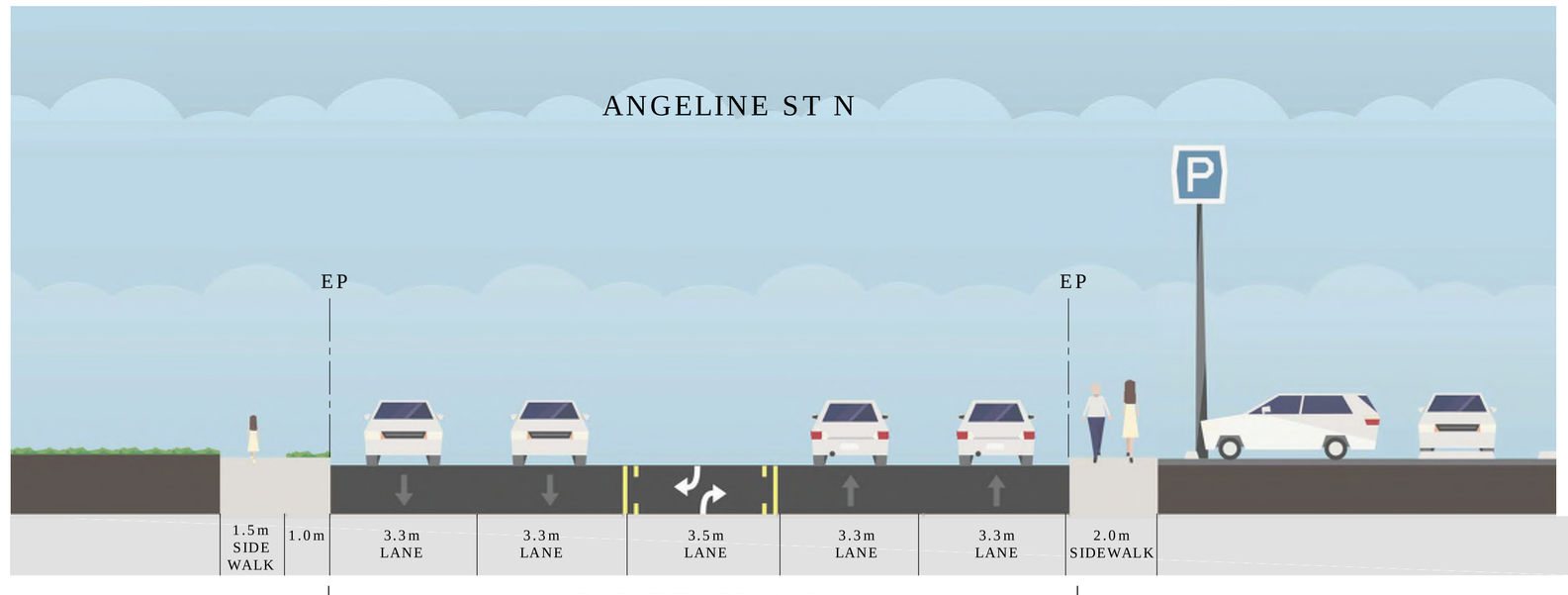


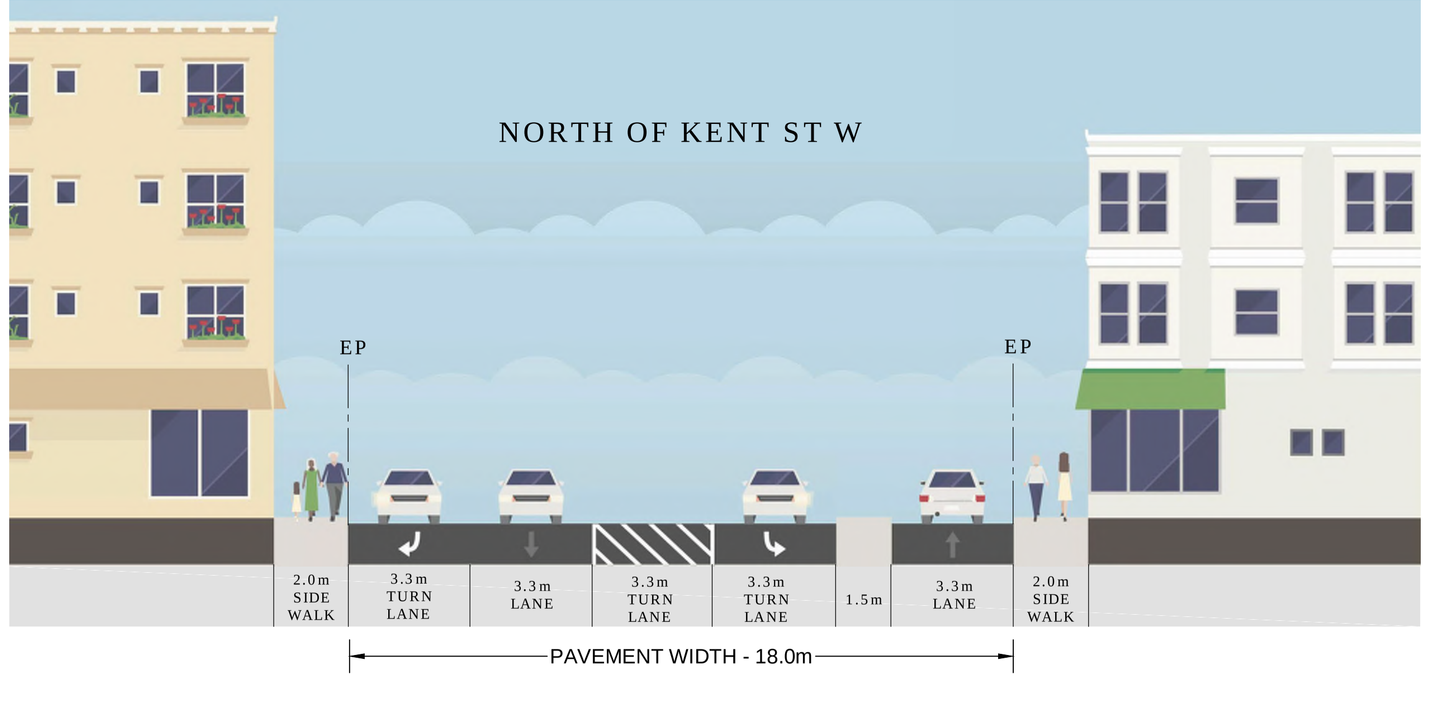
EXISTING R.O.W.

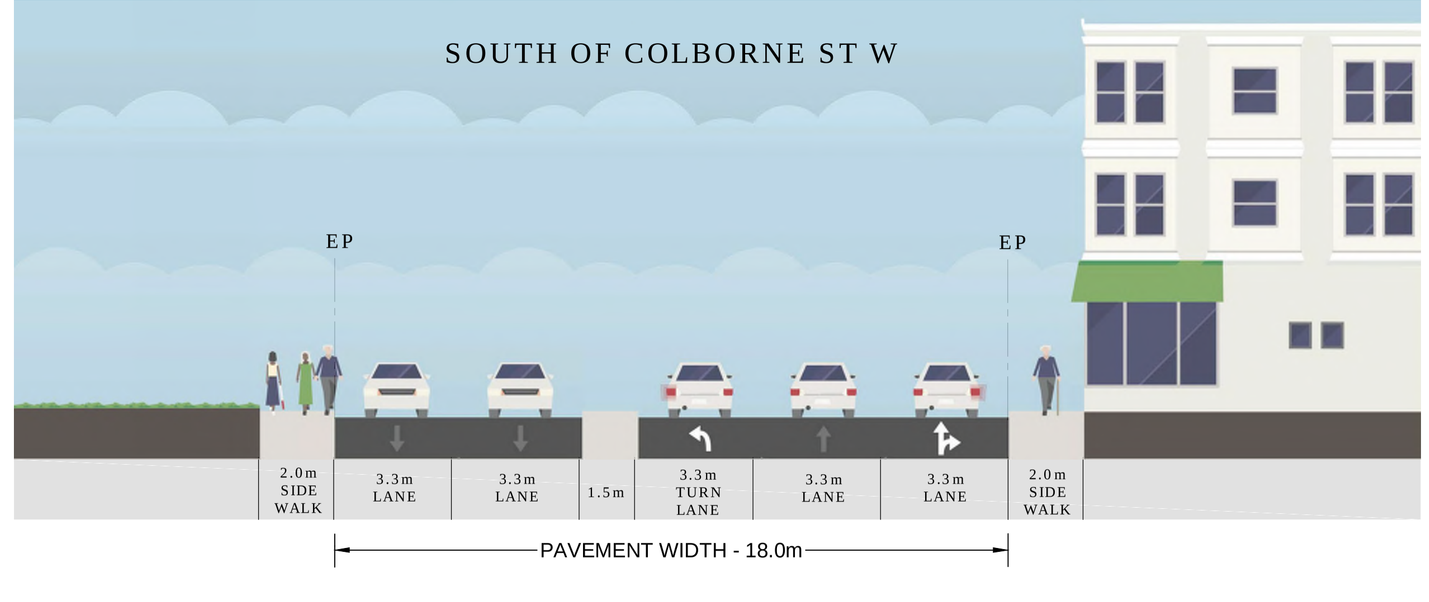
ALTERNATIVE 4

TREES REMOVED = 28
UTILITY POLES RELOCATED = 8









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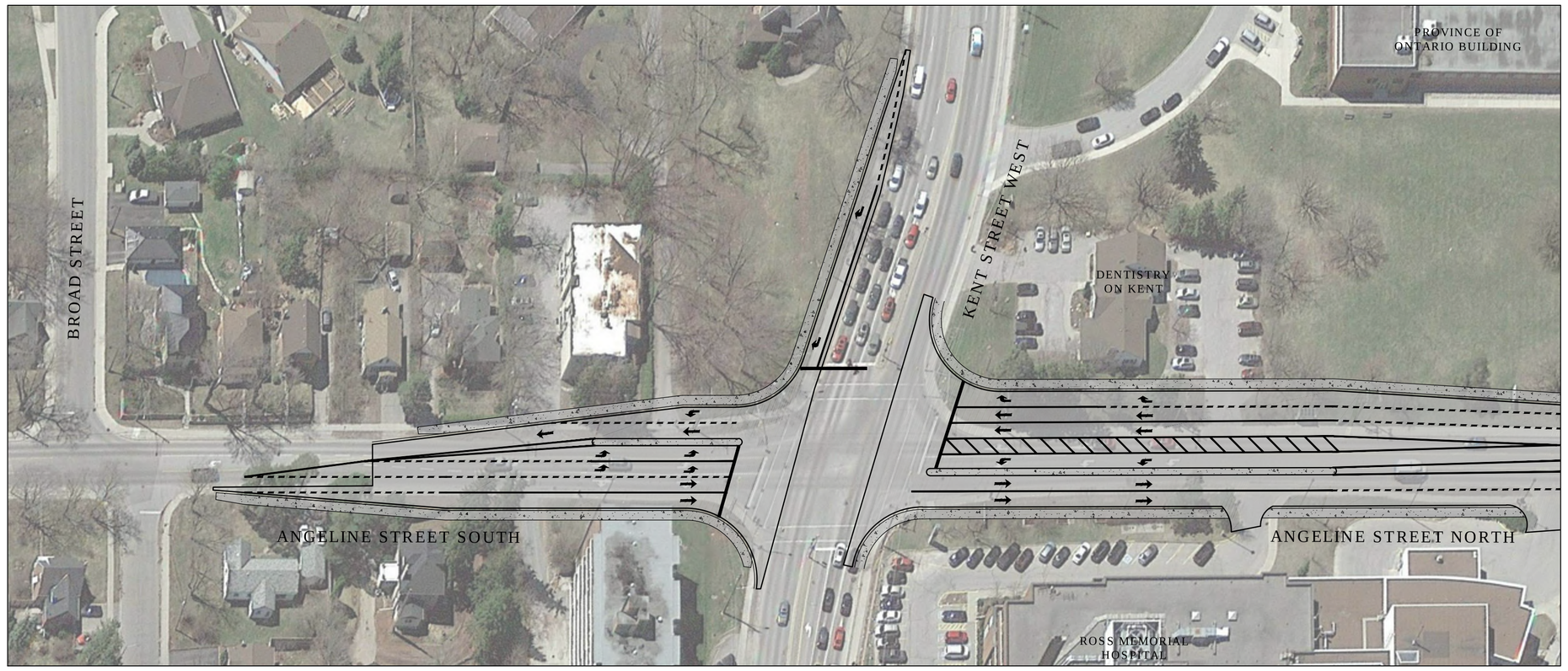
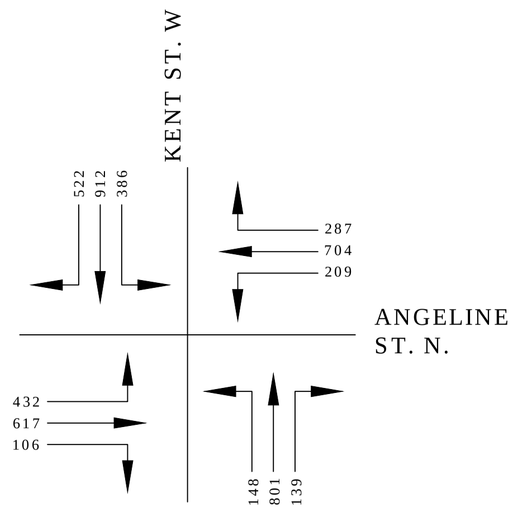
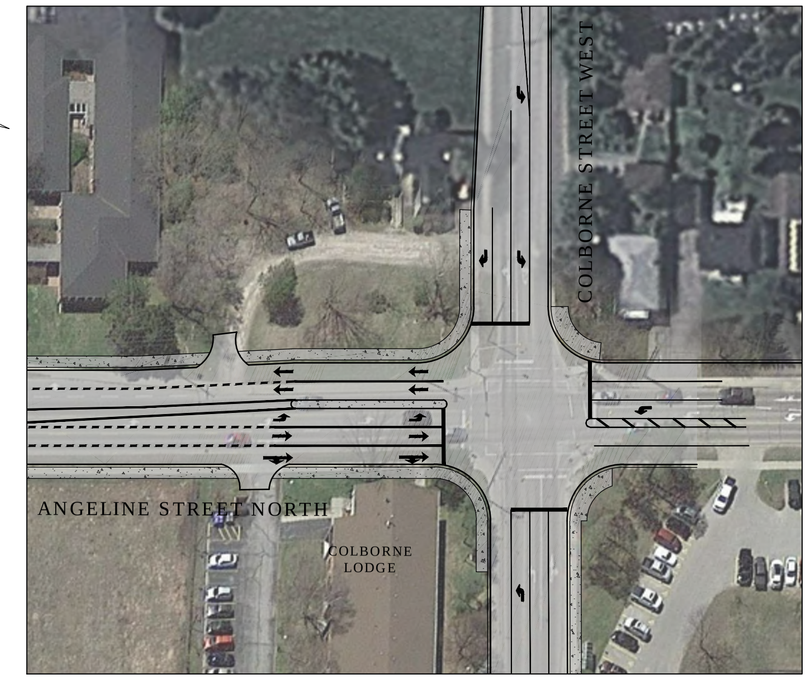
ALTERNATIVE 1
KENT ST. W.
INTERSECTION

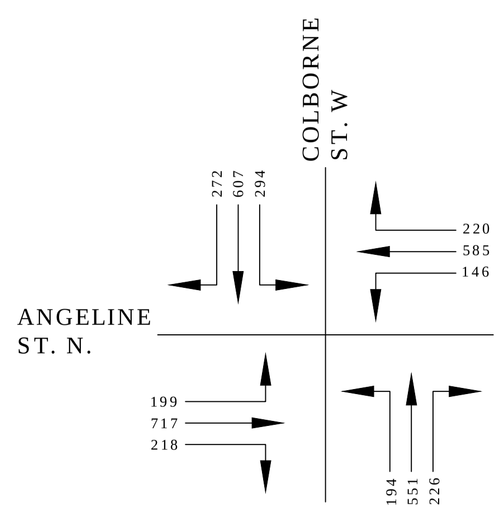




2031 FORECAST
TRAFFIC VOLUMES

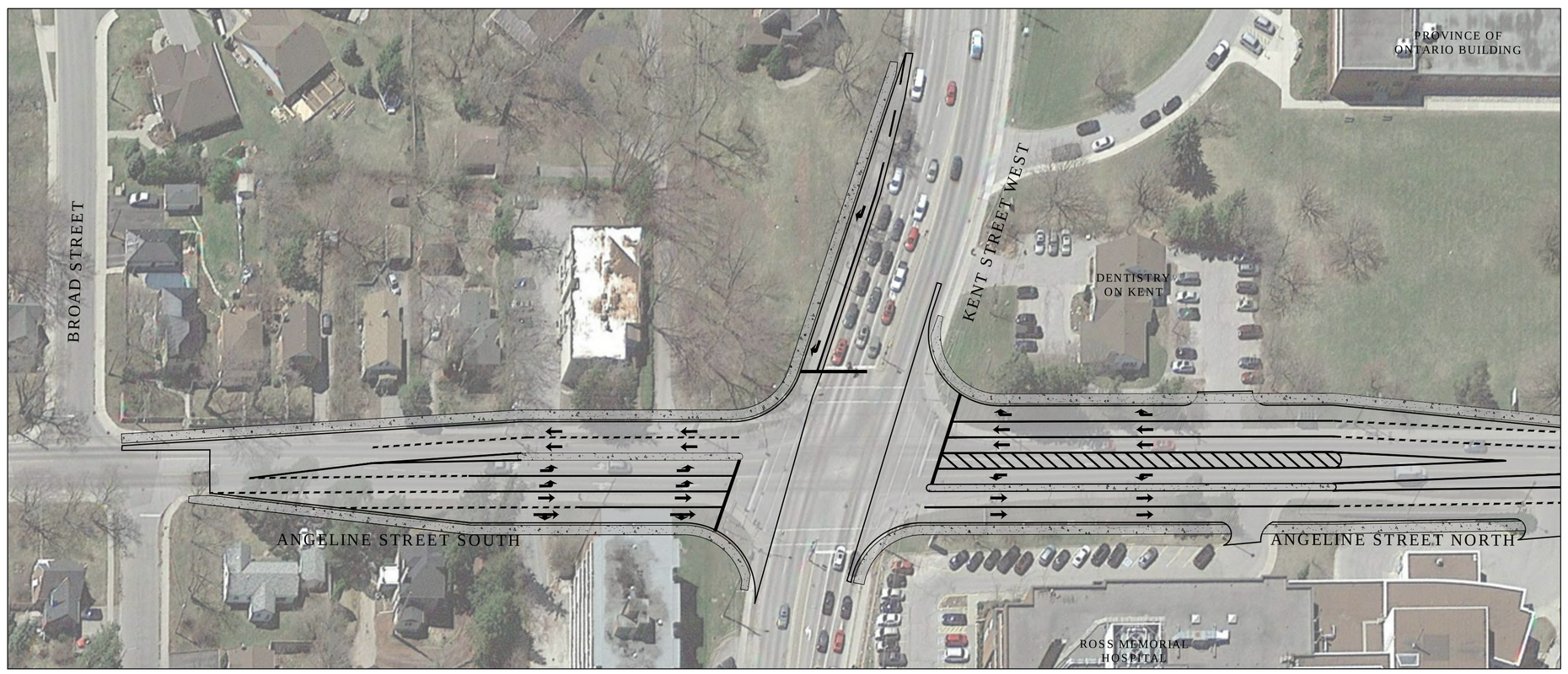
ALTERNATIVE 1
COLBORNE ST. W.
INTERSECTION



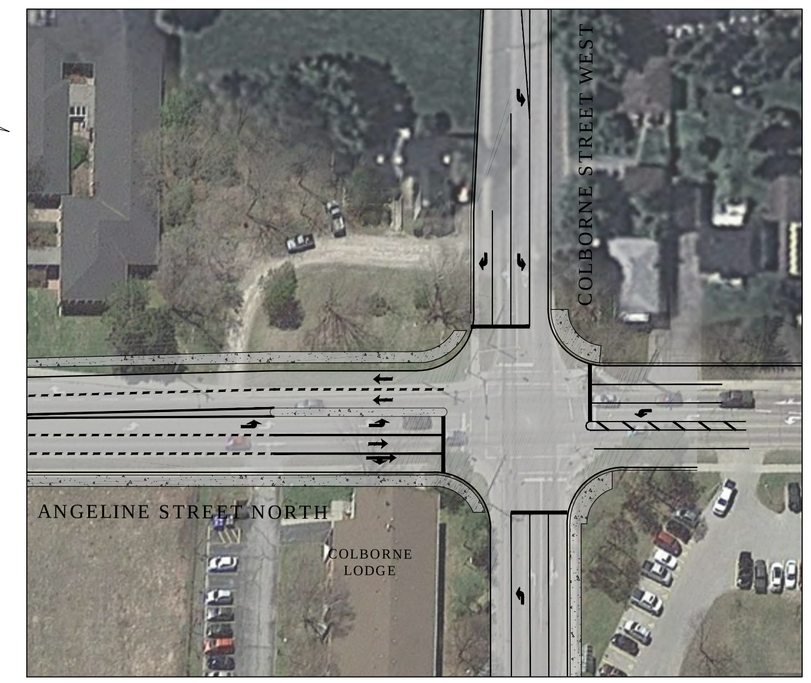


2031 FORECAST
TRAFFIC VOLUMES

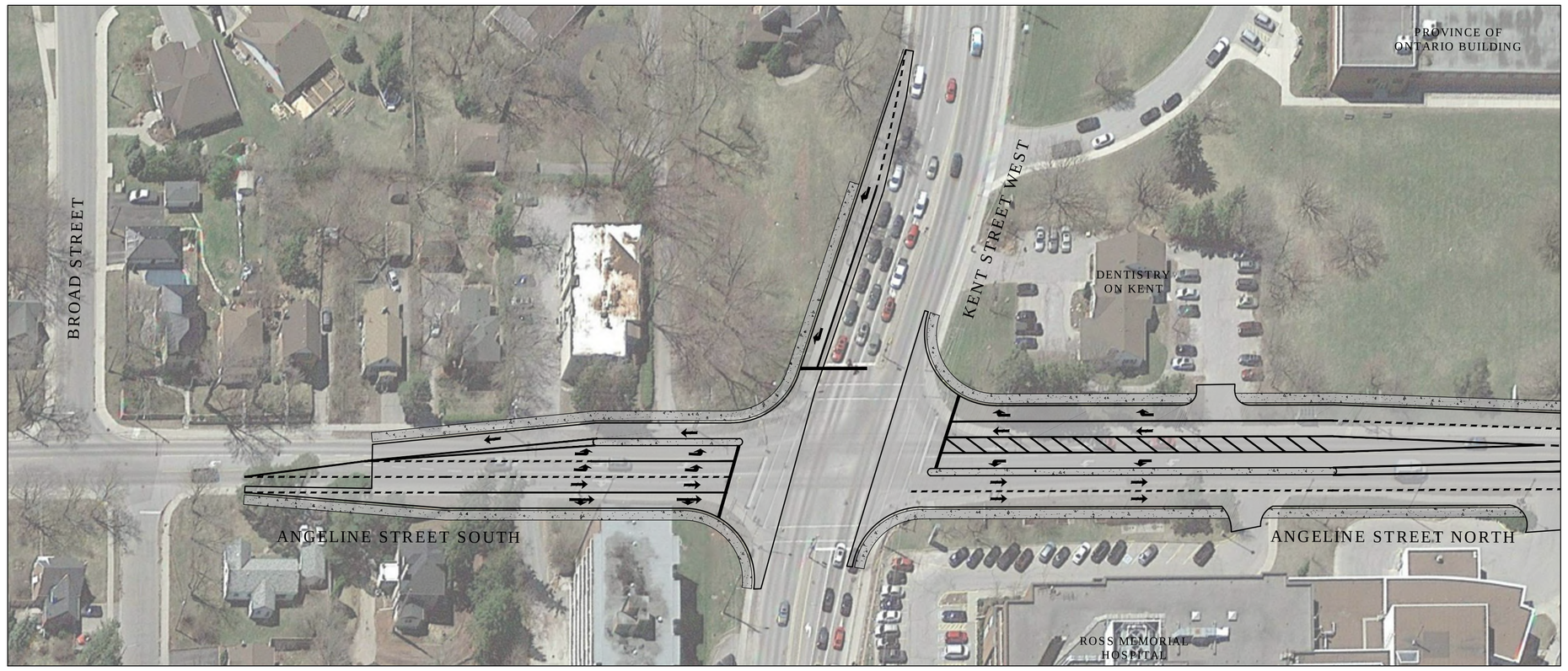
ALTERNATIVE 2
KENT ST. W.
INTERSECTION



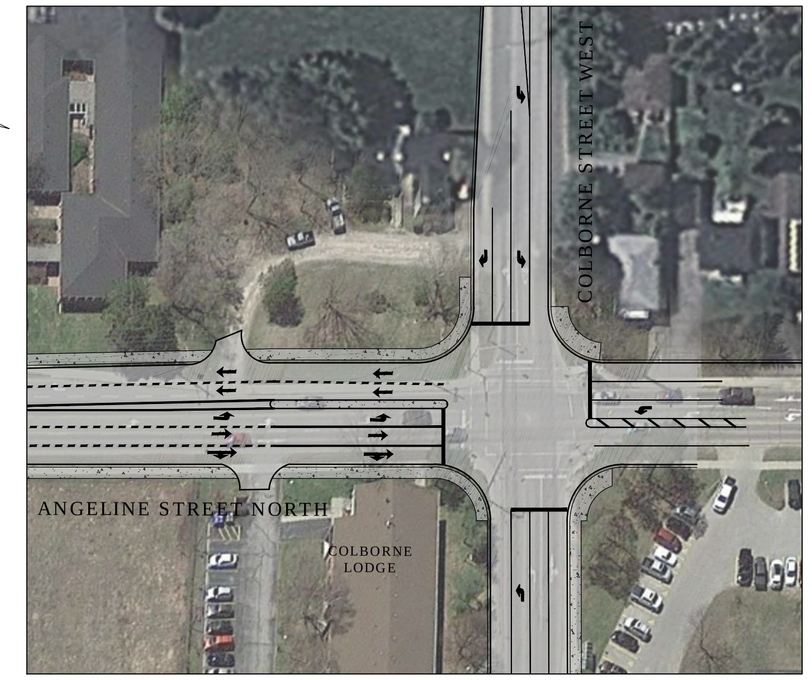
ALTERNATIVE 2
COLBORNE ST. W.
INTERSECTION

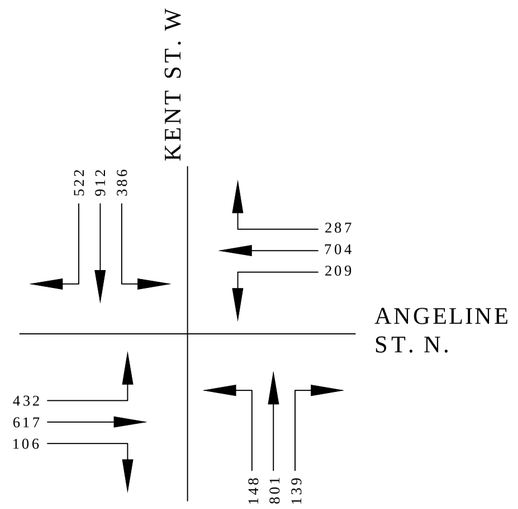


ALTERNATIVE 3
KENT ST. W.
INTERSECTION

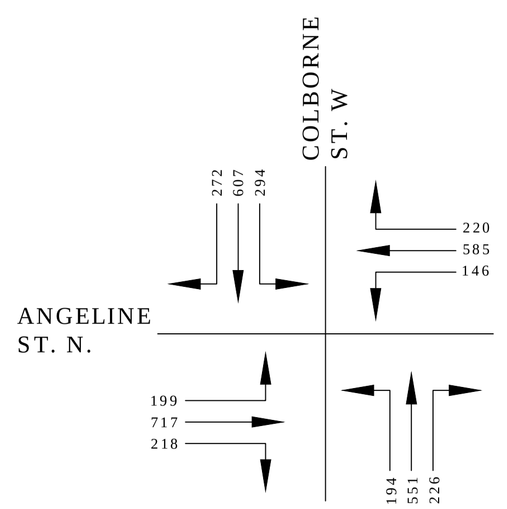


ALTERNATIVE 3
COLBORNE ST. W.
INTERSECTION



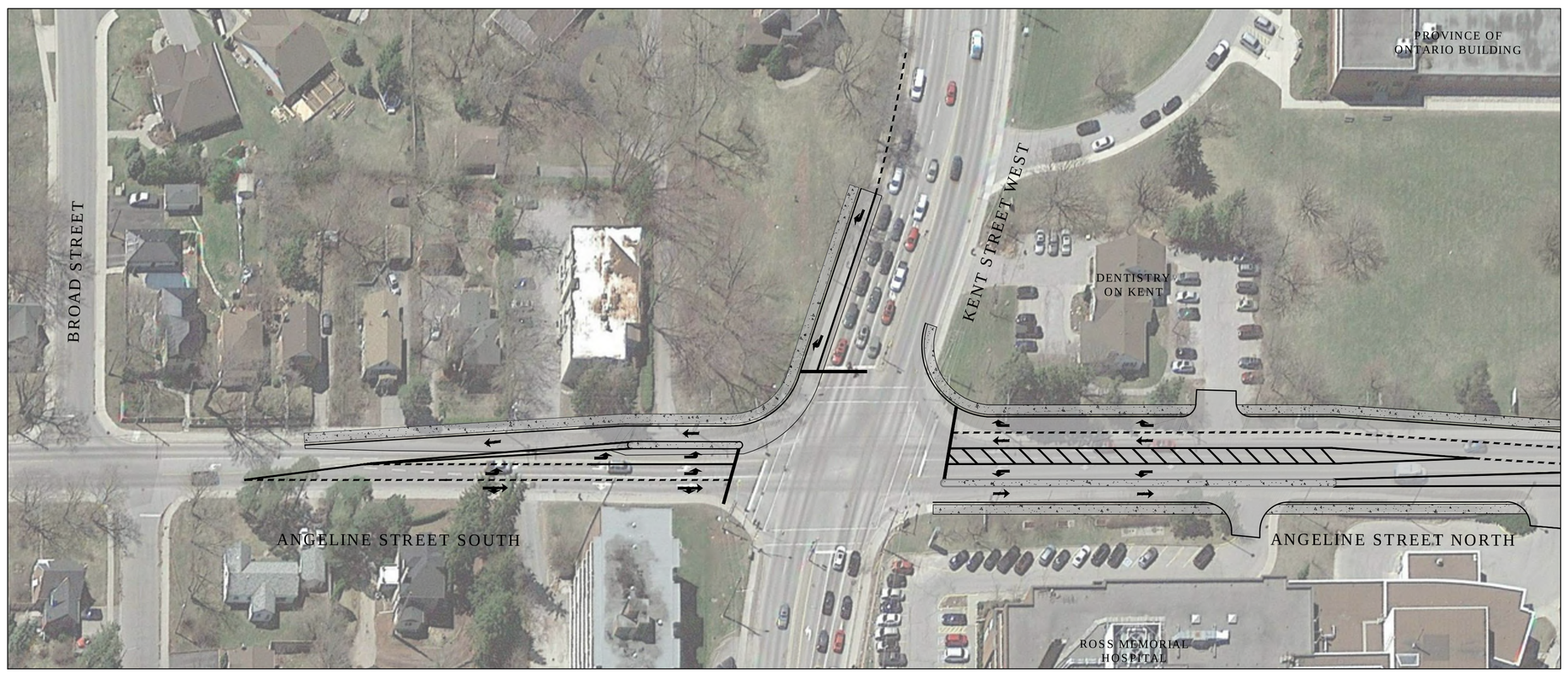


2031 FORECAST
TRAFFIC VOLUMES

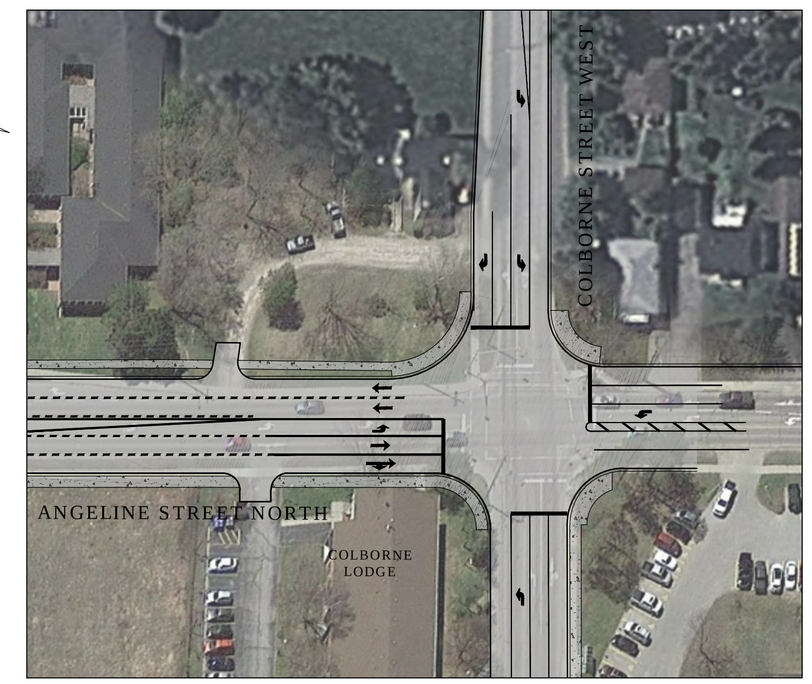


2031 FORECAST
TRAFFIC VOLUMES

ALTERNATIVE 4
KENT ST. W.
INTERSECTION



ALTERNATIVE 4
COLBORNE ST. W.
INTERSECTION



Preliminary Alternative Design Summary

As part of the planning process, the following alternatives were identified in order to address the Problem / Opportunity:

Alternative 1 – Westward Shift

- Addresses all traffic needs at Kent intersection
  - North configuration: 6-lane section
  - South configuration: 6-lane section
- Significant property impacts

Alternative 2 – Eastward Shift

- Addresses all traffic needs at Kent intersection
  - North configuration: 6-lane section
  - South configuration: 6-lane section
- Largest impact to vegetation (tree removal)
- Largest impact to overhead utility line
- Significant property impacts

Alternative 3 – Westward Shift (Reduced Pavement Width)

- Addresses most traffic needs at Kent intersection
  - North configuration: 5-lane section
  - South configuration: 5-lane section
- Significant property impacts
- Least impact to vegetation (tree removal)

Alternative 4 – Eastward Shift (Reduced Pavement Width)

- Does not address all traffic needs at Kent intersection
  - North configuration: 4-lane section
  - South configuration: 4-lane section
- Least impact to overhead utility line
- Least impact to property

Each alternative will be evaluated based on the assessment criteria shown on the following presentation board, as well as City guidelines, policies and design standards.

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PRELIMINARY ASSESSMENT CRITERIA FOR ALTERNATIVE SOLUTIONS

Angeline Street North Corridor

During the assessment / evaluation of alternative solutions, consideration will be given to the following factors and criteria:

Natural Environment

- Landscape Components (Tree Inventory)
- Surface Water / Drainage

Cultural Environment

- Aboriginal / First Nations
- Built Heritage / Cultural Landscape
- Archaeological Resources

Socio-Economic Environment

- Accessibility during Construction
- Property Impacts
- Compatibility with Land Use

Transportation Environment

- Construction Delays
- Roadway Safety
- Traffic Operations / Performance

Costs

- Capital (Construction)
- Utility Relocation
- Property
- Operation and Maintenance

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Next Steps

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

- Review alternative design concepts in consideration of public / agency comments;
- Review alternative design concepts in consideration of natural, socio-economic, cultural, and transportation environments;
- Confirm the preliminary preferred alternative; and
- Present the preliminary preferred alternative at the PIC #2 (date to be determined).

Thank you for attending!

Please provide comments by March 15, 2019.

Ms. Elizabeth Bonucchi, P. Eng
Consultant Project Manager
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Phone: (705)-324-9411 ext. 1155
Fax: (705)-324-2982
E-mail: cpurdy@kawarthalakes.ca

Comments and information regarding the proposed project are being collected to assist in meeting the requirements of the *Environmental Assessment Act.* 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.