

Angeline Street North Reconstruction

Public Information Centre #2 Summary Report

Prepared For:
City of Kawartha Lakes

October 2024

CREATING QUALITY SOLUTIONS TOGETHER



Public Information Centre #2 Summary Report

for

Angeline Street North Reconstruction

CITY OF KAWARTHA LAKES

Prepared by Ainley Group

October 2024

Prepared By:



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Manager of Environmental Planning
Ainley Group



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1.0 The Study

The City of Kawartha Lakes has retained Ainley Group to undertake preliminary and detail design activities and to complete the Municipal Class Environmental Assessment (MCEA) process for improvements to Angeline Street North, in Lindsay, Ontario. The project limits are located between Colborne Street West and Roosevelt Street, and the study limits are shown in **Figure 1**.

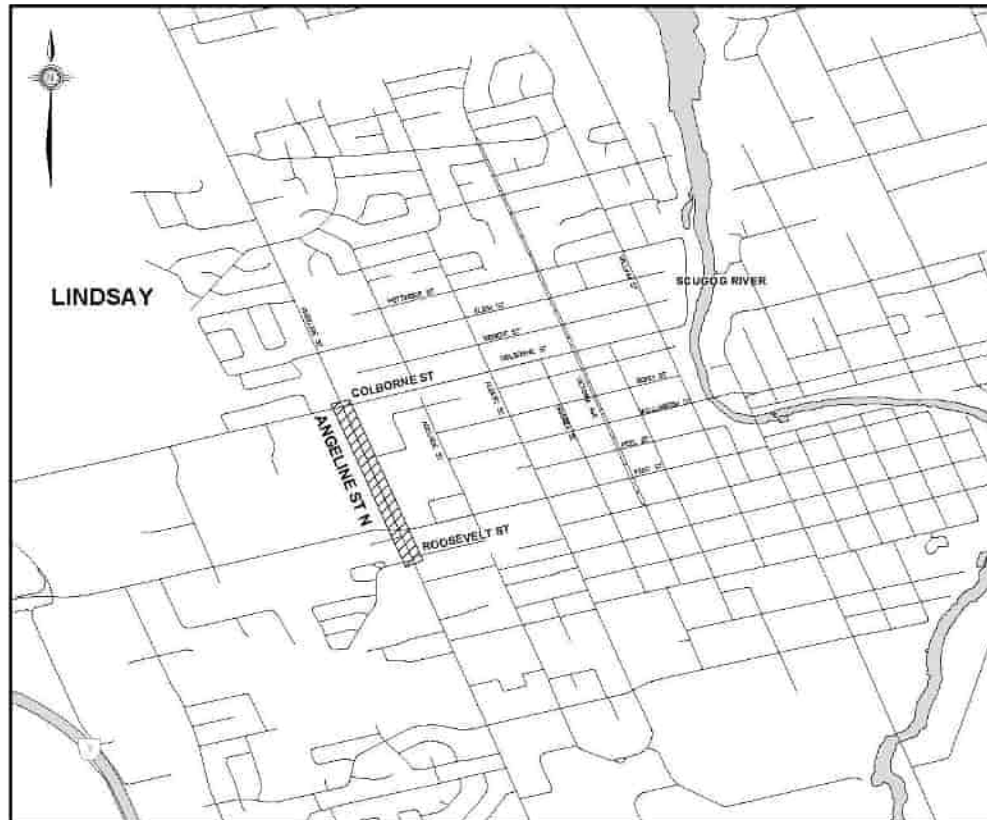


Figure 1 - Key Map

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) intersections along Angeline Street North were identified as requiring improvements: the Kent Street West and Colborne Street West intersections. Overall, the Angeline Street North improvements include those to the Kent Street West and Colborne Street West intersections, and the evaluation of a potential widening up to four (4) lanes, to address future traffic demands.

In order to evaluate potential options to address the intersections at Kent Street West and Colborne Street West, the City of Kawartha Lakes has initiated the MCEA process.

2.0 The Process

The proposed improvements to Angeline Street North are classified as a Schedule B undertaking in accordance with the MCEA. Consultation is an important element of the MCEA process, and, to provide information to members of the public, stakeholders / businesses, emergency services, and Indigenous Groups, the second of two (2) Public Information Centres (PIC) was hosted on May 9, 2024. The second PIC was hosted to present the background information, the evaluated alternatives, and the Preliminary Preferred Alternative to members of the public and agencies, seek input and comment on the key aspects of the project, and provide technical and design input in response to any questions brought forward at the PIC and throughout the comment period.

The second PIC for this project was held in the Victoria Room of City Hall on Thursday, May 9, 2024, from 5:00 pm to 7:00 pm.

2.1 Public and External Agency Notification

A Notice of Study Commencement and Public Information Centre was advertised on the City of Kawartha Lakes website on April 22, 2024, as well as through social media posts by City of Kawartha Lakes on May 9, 2024.

In addition to the online advertisements and notification on the Municipal website, notification was made through letter correspondence to external agencies, Indigenous groups, and stakeholders, on April 26 and May 1, 2024; providing information regarding the project and the date / time of the PIC.

A copy of the Notice of Study Commencement and Public Information Centre, published on the Kawartha Lakes website, and an example correspondence, detailing the PIC date and time sent to agencies / stakeholders, are provided in **Appendix A**.

2.2 Purpose of the Public Information Centre

The Public Information Centre was held to present the alternative solutions, background information and Preliminary Preferred Alternative for the improvements and potential widening of Angeline Street North to members of the public, agencies, and stakeholders. Individuals from the City of Kawartha Lakes and Ainley Group were in attendance at the PIC to present information and to answer any questions.

Members of the public and agencies were invited to review the display boards presenting the proposed information. The display boards at the PIC included the following:

- Welcome Statement
- Project Location Plan
- Problem and Opportunity Statement
- Municipal Class EA Planning and Design Process
- Community Feedback
- Preliminary Preferred Alternative Design
- Preliminary Preferred Alternative Design Summary
- Next Steps

Sign-in forms and comment sheets were provided at the PIC, and attendees were encouraged to complete and deposit forms in the comment box. Interested members were also given the option to provide comments by email, fax, or mail, or through the online comment form on the City of Kawartha Lake's website, with comments being requested by May 31st, 2024.

Comment sheets, the sign-in sheet, and display boards provided at the PIC are provided in **Appendix B**.

2.3 Project Staff Attendance at the PIC

The following members of the Study Team were present at the Public Information Centre:

- Corby Purdy – Manager, Infrastructure Design & Construction – City of Kawartha Lakes
- John Innes – Supervisor, Capital Projects – City of Kawartha Lakes
- Joseph Kelly – Senior Engineering Technician – City of Kawartha Lakes
- Alex Wilkinson – Project Manager – Ainley Group
- Scott Reynolds – Manager of Environmental Planning – Ainley Group

2.4 Public / Agency Attendance at the PIC / Response

The following interested persons attended the PIC:

- Two (2) representatives of agencies / stakeholders;
- Five (5) plus members of the public;
- Ten (10) individuals / stakeholders filled out a comment sheet or provided an email or phone response at / after the PIC.

2.5 Summary of Comments Received Before the PIC

There were five (5) agencies within the project area that provided comments prior to the PIC after receiving the Notice of Commencement and PIC. Copies of the comments received before the PIC, are provided in **Appendix C** and generally summarized below:

- Algonquins of Ontario stated that the study limits were not located within the Algonquins of Ontario Settlement Area and recommended that other indigenous groups be contacted.
- Algonquins of Pikwakanagan acknowledged receipt of the PIC #2 notification.
- Metis Nation of Ontario acknowledged receipt of the PIC #2 notification.
- Shabot Obaadjiwan First Nation acknowledged receipt of the PIC #2 notification.
- Ross Memorial Hospital provided an update regarding contact information.

2.6 Summary of Comments Received At and After the PIC

The visitors who attended the PIC were mainly community members of the City of Kawartha Lakes. Ten (10) individuals / stakeholders provided comment at / after the PIC via email, phone or through the provided comment sheets. Copies of the comments received at and after the PIC, are provided in **Appendix D** and generally summarized below.

Summaries of the comments are provided below:

- The west access of the Colborne Lodge, off of Angeline Street North, is the only access for residents. The respondent was concerned if this entrance will be maintained and safe.
- In the event that its access off of Colborne Street and Angeline Street North will be impacted, Fairview Baptist Church requests an opportunity for further discuss / review.
- A commercial owner provided a response with questions about whether the median will be concrete or painted at the north leg of the Kent / Angeline intersection. The respondent also inquired about left-turn movements of north / south traffic for the subject leg, noting that crossing multiple lanes of traffic may be difficult.
- Huron-Wendat Nation provided a response indicating interest in the archaeological process for this project, and that they would also like to receive copies of the archaeological reports.
- A property management agency provided a response with a contact update.

(List continued on following page)

- Kawartha Conservation provided information with respect to the locations of the Intake Protection Zone (IPZ) 2 for the Lindsay municipal drinking water system. The response also noted that caution should be taken to prevent any fuel spills, and that sediment and turbid materials should be trapped to prevent them from entering drainage waters within the IPZ.
- The owner of an apartment building provided a response identifying items pertaining to the structural integrity of the building as well as the functionality of the site. These items included vibrations from traffic affecting the structural integrity of the building, the possible need for reinforcements to the building and underground parking due to the widened roadway, issues regarding parking (as the entrance to the underground parking garage is proposed to be closed), access for tenants at the sidewalk on Angeline Street North, and potential truck size limits (or re-routing of larger vehicles).
- Infrastructure Ontario provided a response indicating that, from their initial review, no properties within the study limits are believed to be owned by the Minister of Government and Consumer Services, but that this information should be confirmed and, if provincial property is within the project limits, further consultation will be necessary.
- A resident on Angeline Street North provided a response with concerns about the loss of trees through the widening of the road, the remediation of their driveway, the relocation of their gas service, mitigation of the increase in vehicle speeds that they anticipate as a result of additional lanes, and the safety of children due to increased vehicle speeds.
- An anonymous person provided a response with concerns that Angeline Street North is already quite busy and widening the street with additional lanes will only make it busier. It was recommended to reroute traffic to Highway 35 to avoid further traffic within the Angeline Street North corridor.
- A response was provided by a planning agent, on behalf of a property owner, with correspondence related to a proposed commercial development along the Angeline Street North corridor. The respondent acknowledged that the widening did not appear to impact the proposed development; however, requested that it be considered in all future phases of the MCEA process, including its access conditions.

2.7 Freedom of Information and Privacy Act

With the exception of personal information, the above-noted comments will be maintained as a public database and kept on file for use during the study. Unless otherwise requested, the comments may be included in the Study documentation that is made available for public review.

Appendix A

Notice of Public Information Centre #2

April XX, 2024

File No. 18545-2

AGENCY
ADDRESS
ADDRESS
ADDRESS

Attn: CONTACT Name

**Ref: Notice of Second Public Information Centre, Angeline Street North Reconstruction
Municipal Class Environmental Assessment and Design, City of Kawartha Lakes**

Dear AGENCY Contact:

The City of Kawartha Lakes has retained Ainley Group to complete design activities and to undertake the Municipal Class Environmental Assessment (MCEA) process for the proposed reconstruction of Angeline Street North within the City of Lindsay.

The section of Angeline Street North to be reconstructed is between Colborne Street West and Roosevelt Street, and includes intersection improvements at Angeline Street North and Kent Street, and Angeline Street North and Colborne Street, and the evaluation for potential widening up to four (4) lanes to address future traffic demands. The location of the study is shown on the attached project location plan.

The Process

The preliminary and detailed design activities for Angeline Street North and the intersection improvements are being completed in accordance with the MCEA. The MCEA applies to municipal infrastructure projects including roads, bridges, water, and wastewater projects.

Public and agency consultation is an important component of the Environmental Assessment process. The first of two (2) Public Information Centres (PICs) was held on February 28, 2019 to provide information from background studies and the alternative solutions, and to answer questions regarding the project. A second PIC is being held to provide information regarding the preliminary recommended alternative for the project.

PIC #2 will be held on **May 9, 2024 from 5:00 pm to 7:00 pm in the Victoria Room of City Hall, at 26 Francis Street, Lindsay, Ontario, K9V 5R8**. The PIC will consist of a drop-in type format with displays showing project background information, the alternatives, and the

preliminary recommended alternative. Information presented at the PIC will also be available on the City of Kawartha Lakes website at: www.kawarthalakes.ca/majorprojects.

Staff from the City of Kawartha Lakes and Project Lead Consultant (Ainley Group) will be on hand to answer any questions. Subject to comments received and the receipt of necessary approvals, the City of Kawartha Lakes intends to proceed with the planning, design, and construction of this project.

Comments

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. You are encouraged to provide written comments or to contact the City of Kawartha Lakes or the Project Lead Consultant if you have any questions or concerns regarding this project.

Mr. Alexander Wilkinson, P.Eng.

Consultant Project Manager
Ainley Group
1-50 Grant Timmins Drive,
Kingston, ON
K7M 8N2

Mr. Corby Purdy

Manager, Infrastructure Design and
Construction
City of Kawartha Lakes
12 Peel Street
Lindsay, Ontario
K9V 5R8

Phone: (343) 266-0002 ext. 204

Fax: (343) 266-0028

Email: alexander.wilkinson@ainleygroup.com

Phone: (705) 324-9411 ext. 1155

Fax: (705) 324-2982

Email: cpurdy@kawarthalakes.on.ca

These comments will be maintained on file for use during the study in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. If you have any accommodation requirements in order to participate in this project please contact one of the project team members listed above.

Sincerely,

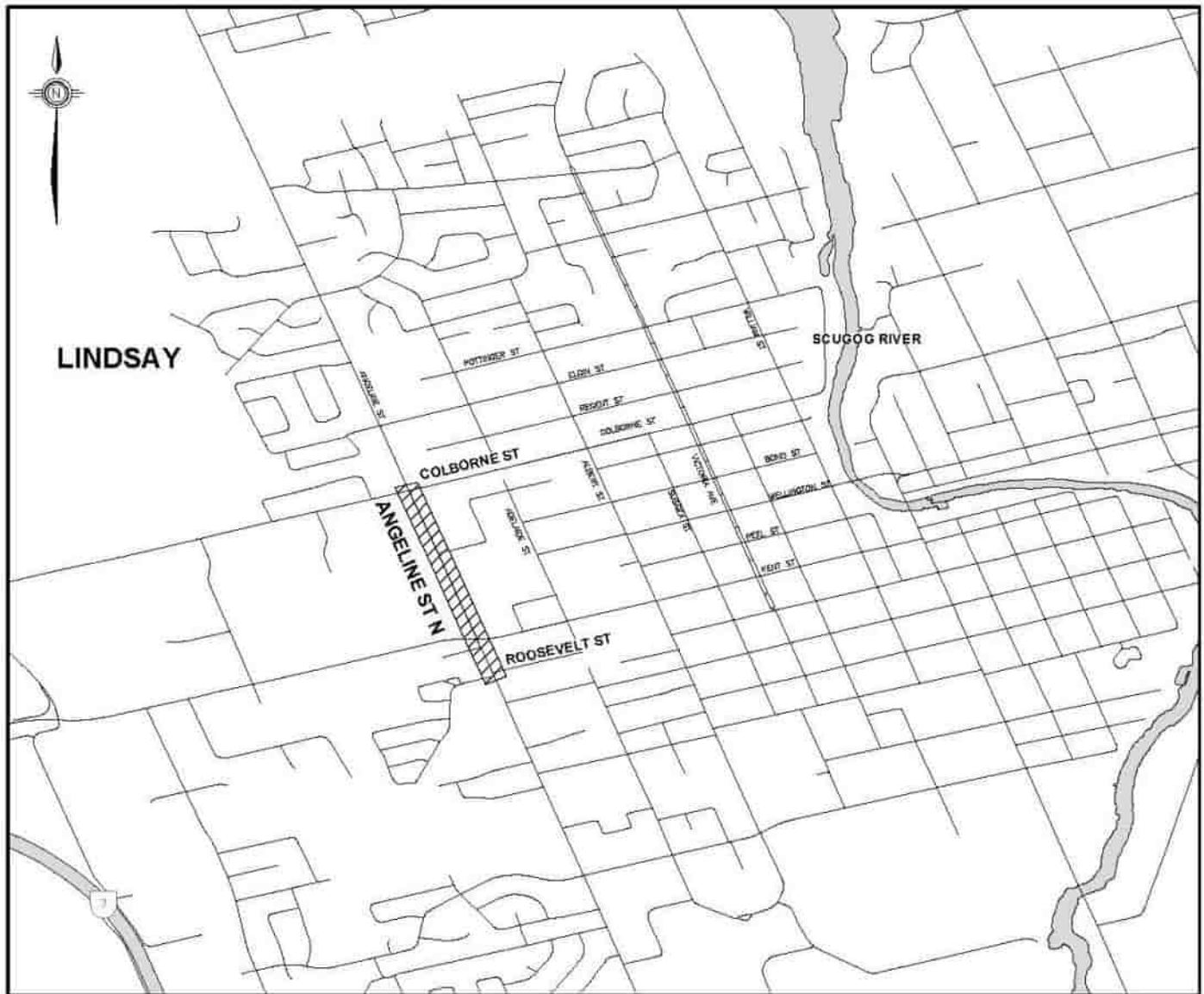
AINLEY GRAHAM & ASSOCIATES LIMITED



Scott Reynolds, B.Sc. (Env), EP
Consultant Environmental Planner

cc. Alex Wilkinson, P. Eng., Consultant Project Manager – Ainley Group
Corby Purdy, Manager, Infrastructure Design and Construction – City of Kawartha Lakes

**Project Location Plan
(not to scale)**

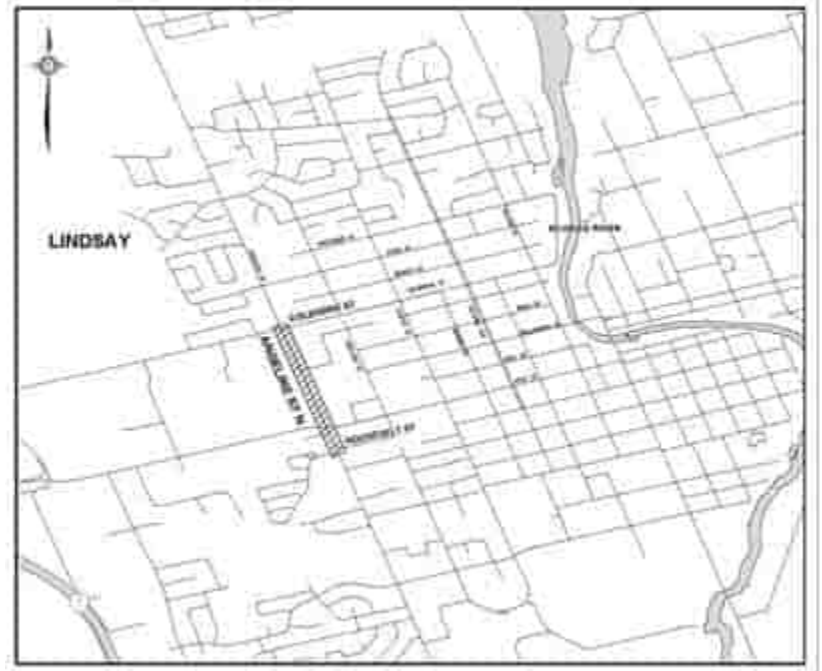




Notice of Second Public Information Centre (PIC)
City of Kawartha Lakes
Municipal Class Environmental Assessment and Design
for the Reconstruction of Angeline Street North

The City of Kawartha Lakes has retained Ainley Group to complete design activities and to undertake the Municipal Class Environmental Assessment (MCEA) process for the proposed reconstruction of Angeline Street North within the City of Lindsay. The section of Angeline Street North to be reconstructed is between Colborne Street West and Roosevelt Street, and includes intersection improvements at Angeline Street North and Kent Street, and Angeline Street North and Colborne Street, and the evaluation for potential widening up to four (4) lanes to address future traffic demands.

The preliminary and detailed design activities for Angeline Street North and the intersection improvements are being completed in accordance with the MCEA, which applies to municipal infrastructure projects including roads, bridges, water, and wastewater projects.



Public and agency consultation is an important component of the Environmental Assessment process. The first of two (2) Public Information Centres (PICs) was held on February 28, 2019 to provide information from background studies and the alternative solutions, and to answer questions regarding the project. A second PIC is being held to provide information regarding the preliminary recommended alternative for the project.

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Staff from the City of Kawartha Lakes and Project Lead Consultant (Ainley Group) will be on hand to answer any questions. Subject to comments received and the receipt of necessary approvals, the City of Kawartha Lakes intends to proceed with the planning, design, and construction of this project. If you are interested in providing comments or receiving further information on this project, please contact the following individuals:

Mr. Alexander Wilkinson, P.Eng.

Consultant Project Manager
Ainley Group
1-50 Grant Timmins Drive
Kingston, ON K7M 8N2
Phone: (343) 266-0002 ext. 204
Fax: (343) 266-0028
Email: alexander.wilkinson@ainleygroup.com

Mr. Corby Purdy

Manager, Infrastructure Design and Construction
City of Kawartha Lakes
12 Peel Street
Lindsay, ON K9V 5R8
Phone: (705) 324-9411 x 1155
Fax: (705) 324-2982
Email: cpurdy@kawarthalakes.on.ca

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. You are encouraged to provide written comments or to contact the City of Kawartha Lakes or the Project Lead Consultant if you have any questions or concerns regarding this project.

Appendix B

Public Information Centre Display Boards / Comment Sheet / Sign-in Sheet

[illegible]

[illegible]



Public Information Centre #2
May 9, 2024

Angeline Street North Corridor

COMMENTS:

Thank you for your participation.

The purpose of the information being gathered on this form is to ensure that further information, when it becomes available, can be forwarded to those parties who have expressed an interest in this study and to gather information from the public for use in the study. The information collected on this form becomes part of the public record and a copy of this document may be attached to further reports that are submitted to Council.

PLEASE PRINT

Name: _____

Address: _____

Tel: _____ Email: _____

Please submit this comment sheet no later than May 31, 2024 to:

Mr. Alex Wilkinson, P.Eng.
Ainley Graham & Associates Limited
1-50 Grant Timmins Drive
Kingston, ON K7M 8N2
Fax: 343.266.0028
Email: alexander.wilkinson@ainleygroup.com

Mr. Corby Purdy C.E.T.
City of Kawartha Lakes
12 Peel Street
Lindsay, ON K9V 5R8
Fax: 705.324.2982
Email: cpurdy@kawarthalakes.ca

ADDITIONAL COMMENTS:This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Please append to original comment sheet, and provide contact information below:

PLEASE PRINT

Name: _____

Address: _____

Tel: _____ Email: _____

PUBLIC INFORMATION CENTRE

ANGELINE STREET NORTH CORRIDOR

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

Municipal Class Environmental Assessment

**May 9th, 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

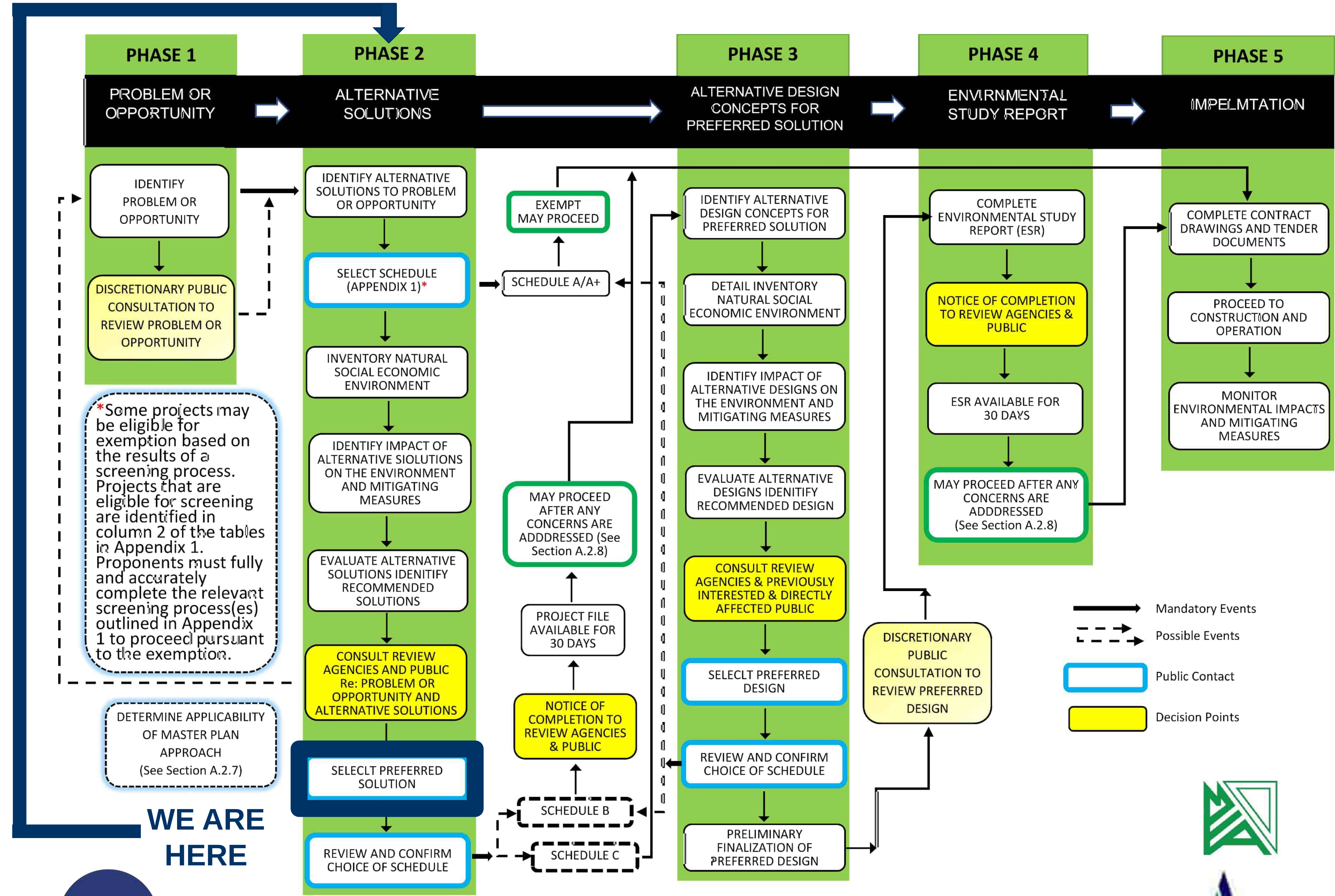
The Angeline Street North corridor is being reviewed for potential vehicular traffic improvements to meet the projected 2031 traffic demands. In addition, opportunities to incorporate access, improve safety, and enhance other modes of transport for existing and future residents, will also be reviewed.

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

MUNICIPAL CLASS EA PROCESS



MUNICIPAL CLASS EA PROCESS TO DATE

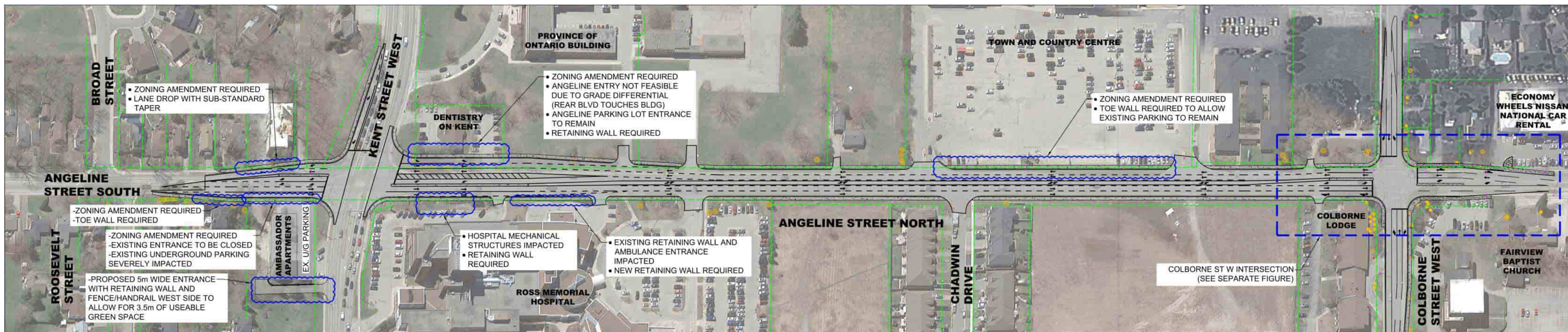
PIC #1 February 28th, 2019

- 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.

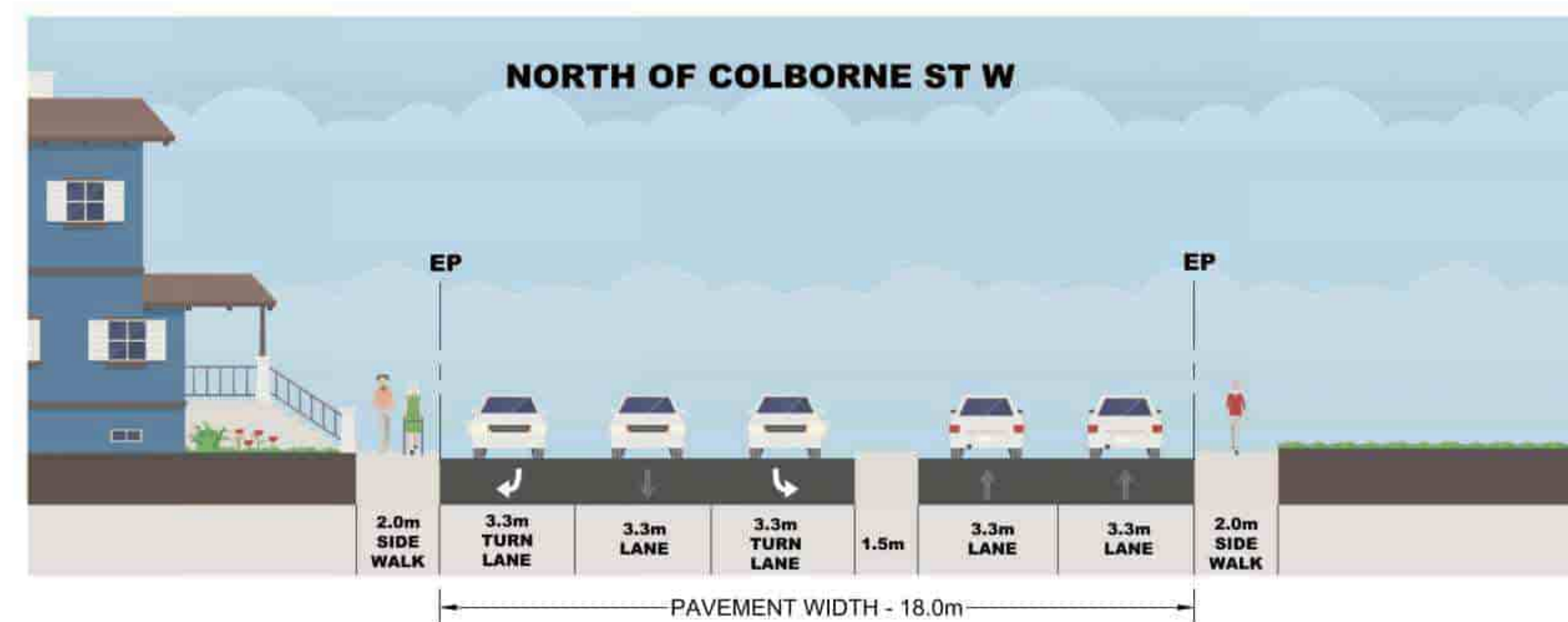
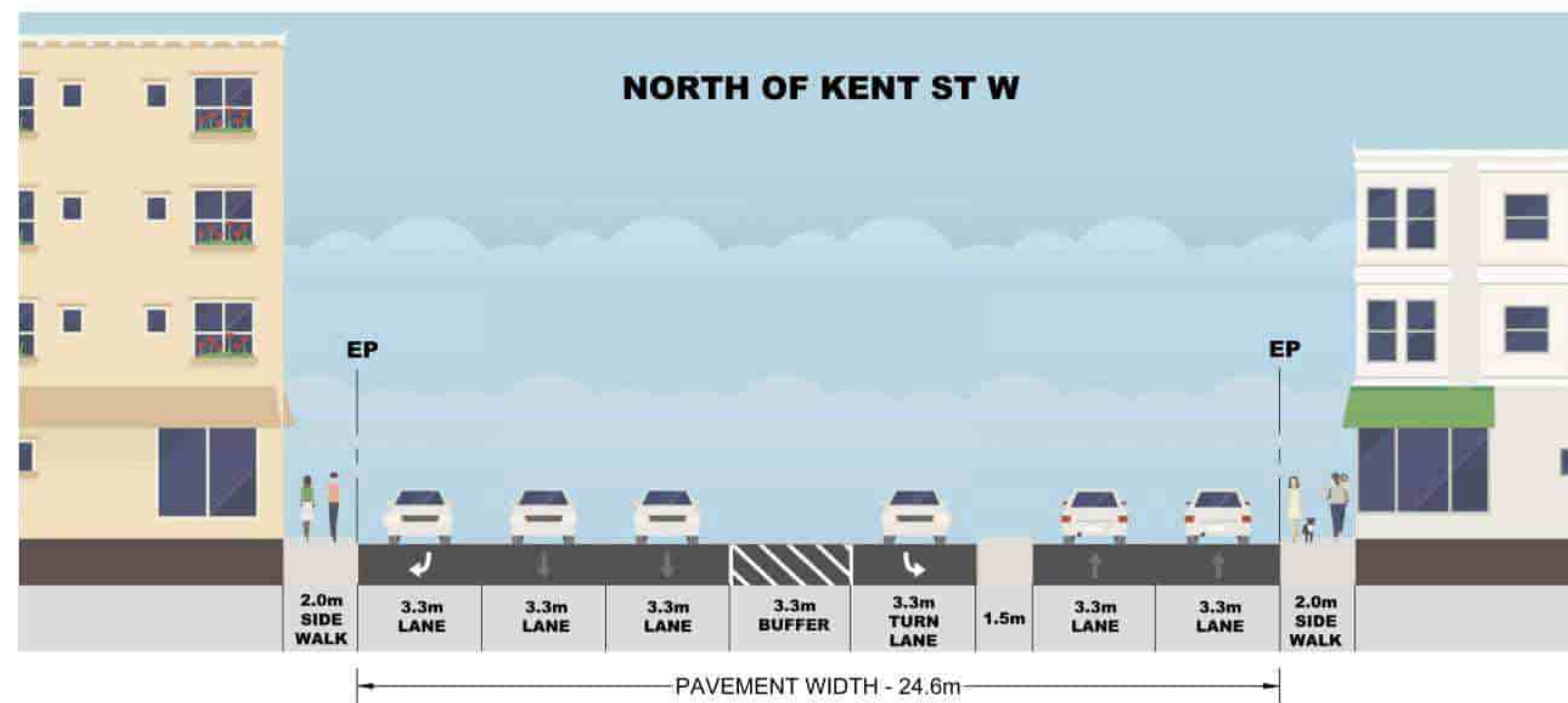
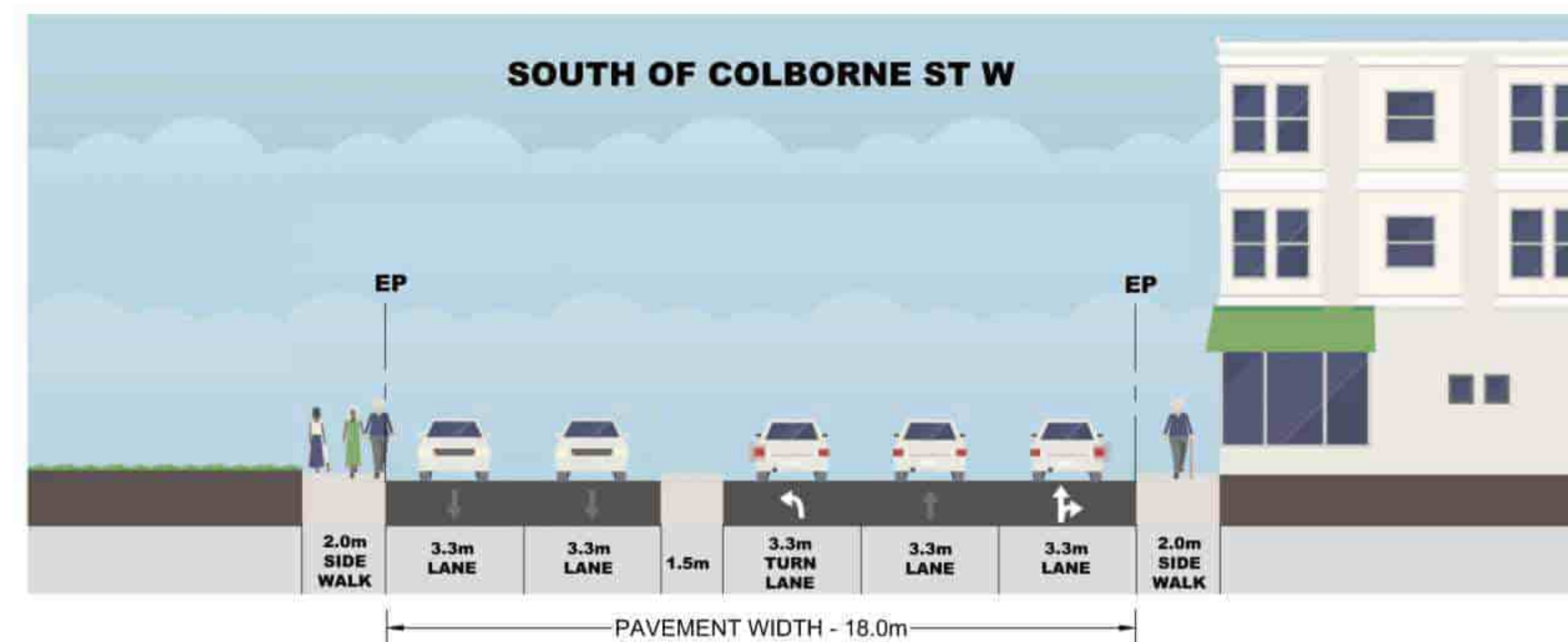
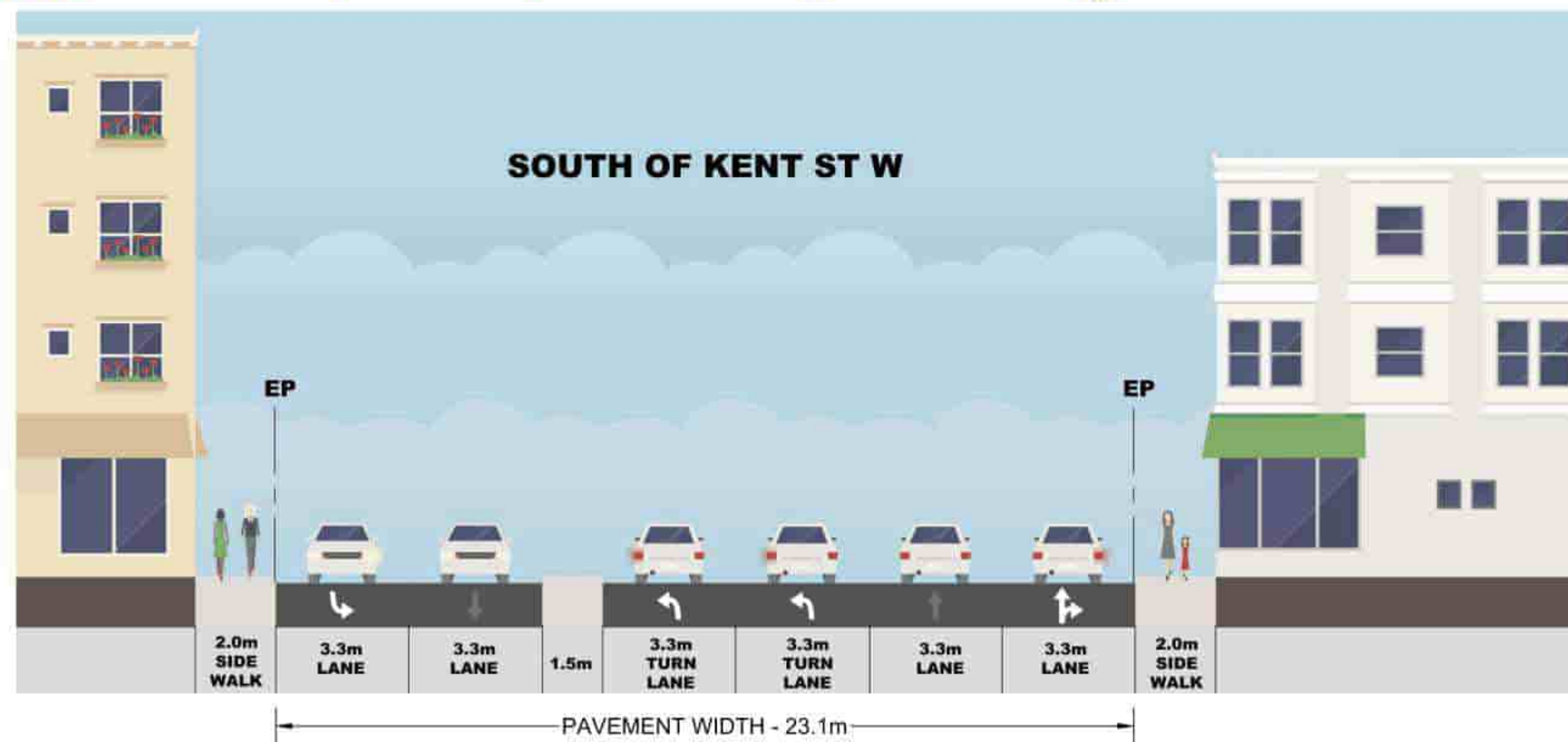


EXISTING R.O.W. EX. HYDRO POLE EX. LIGHT STANDARD EX. DECIDUOUS TREE EX. CONIFEROUS TREE

ALTERNATIVE 1

SOUTH OF COLBORNE STREET W INTERSECTION:

TREES REMOVED = 43 + 2 CEDAR HEDGES
UTILITY POLES RELOCATED = 20
LIGHT STANDARDS RELOCATED = 4



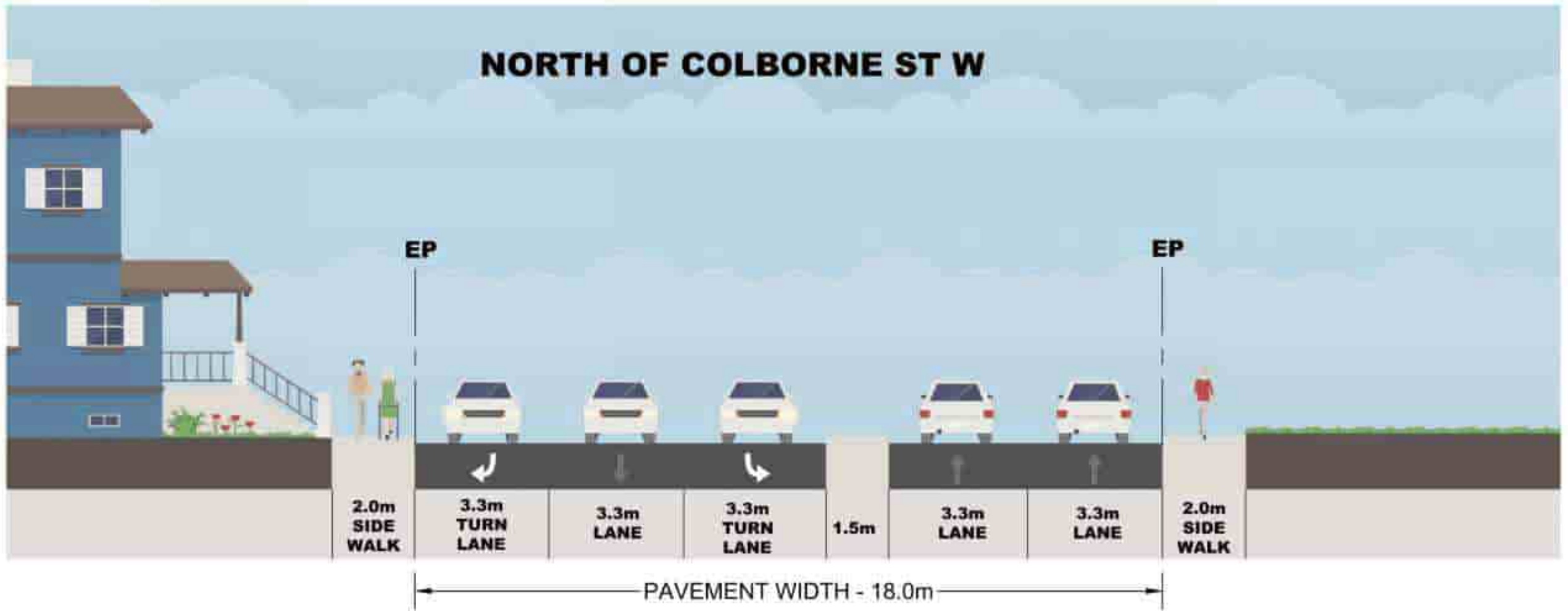
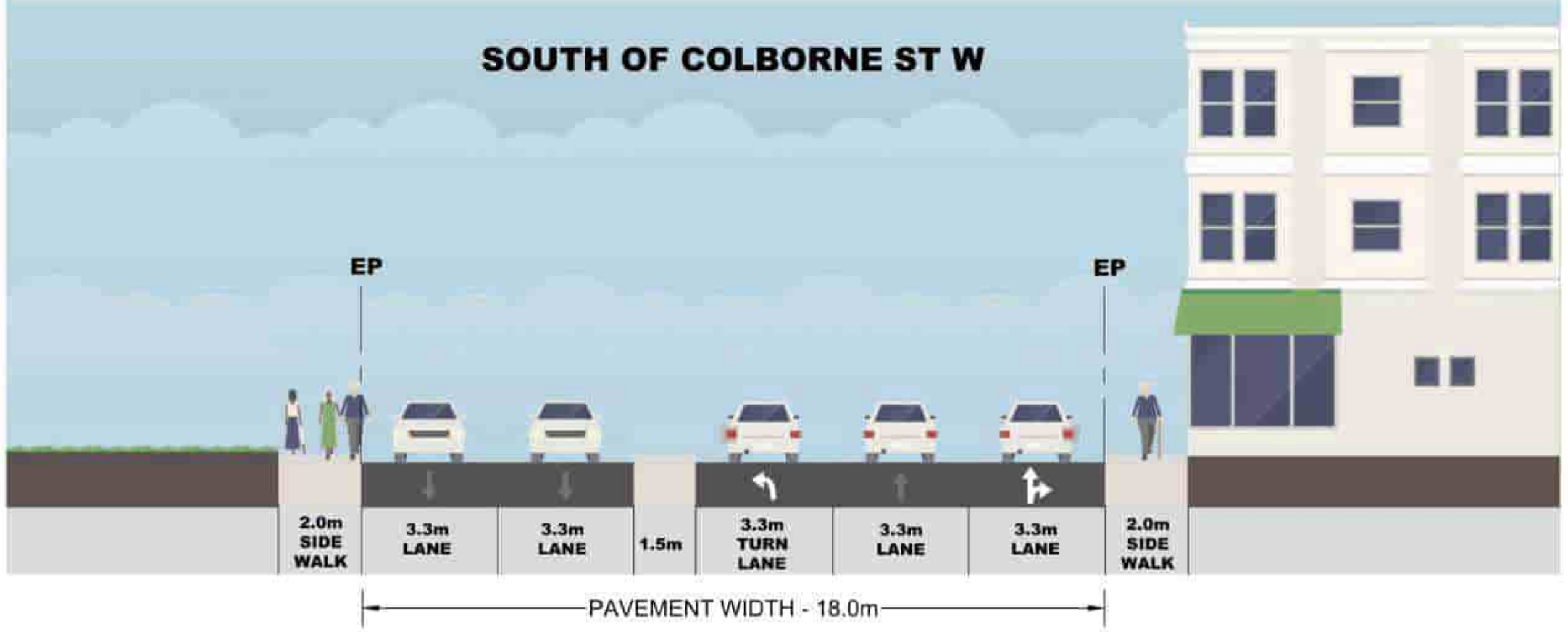
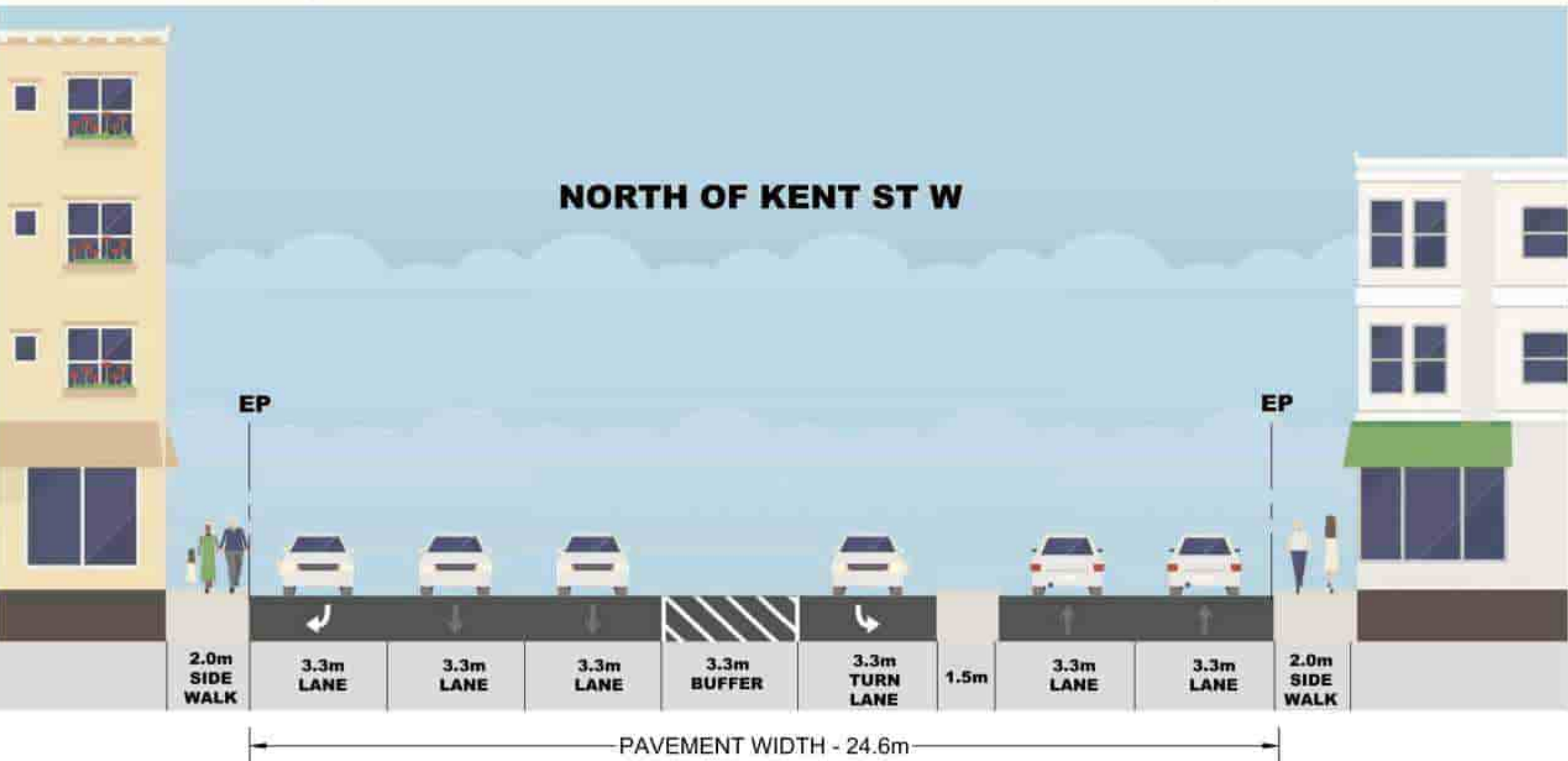
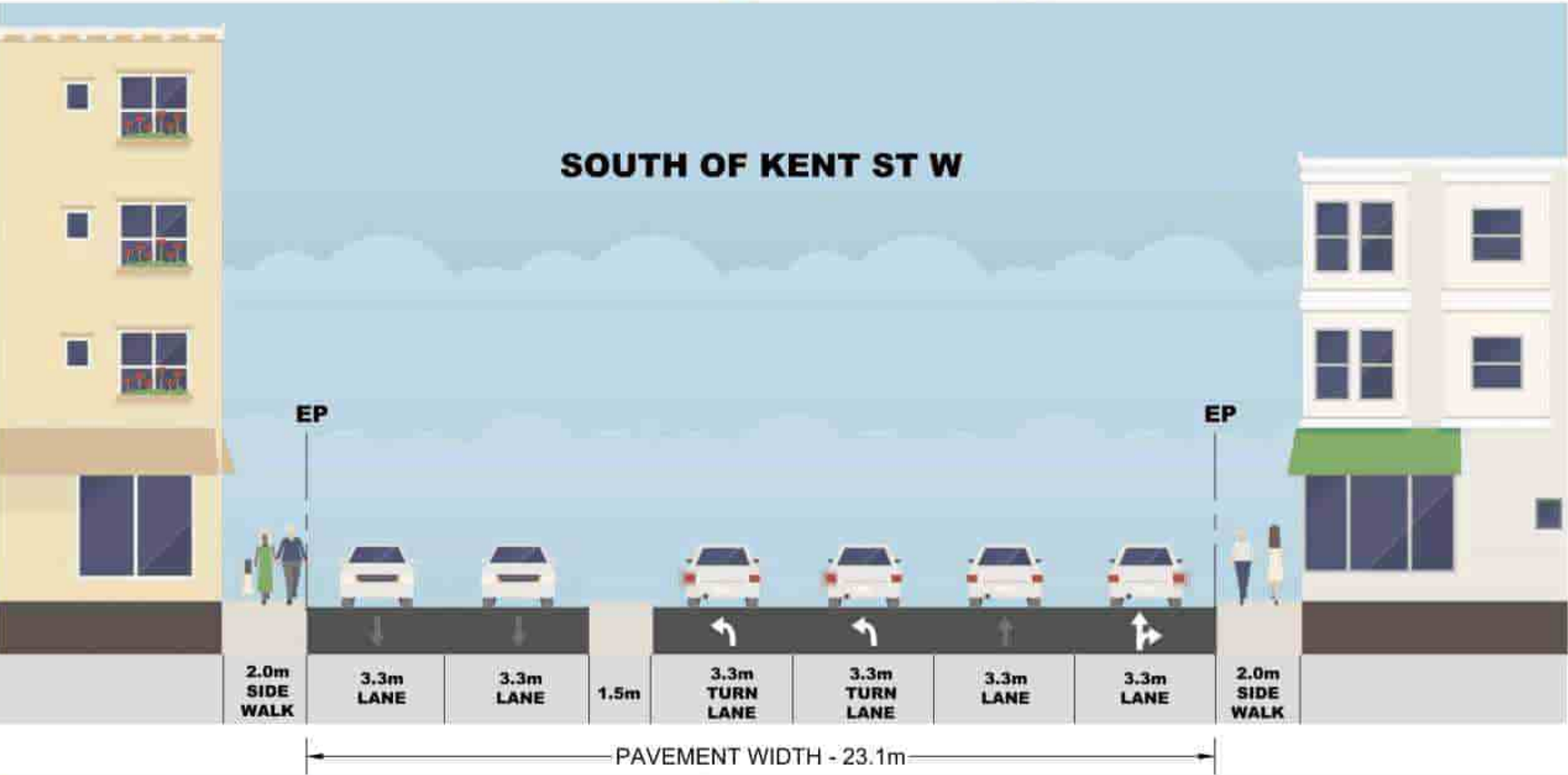
*TYPICAL SECTION ALTERNATIVES WERE CREATED USING STREETMIX AND ARE LICENSED UNDER CREATIVE COMMONS (CC BY-SA 4.0).



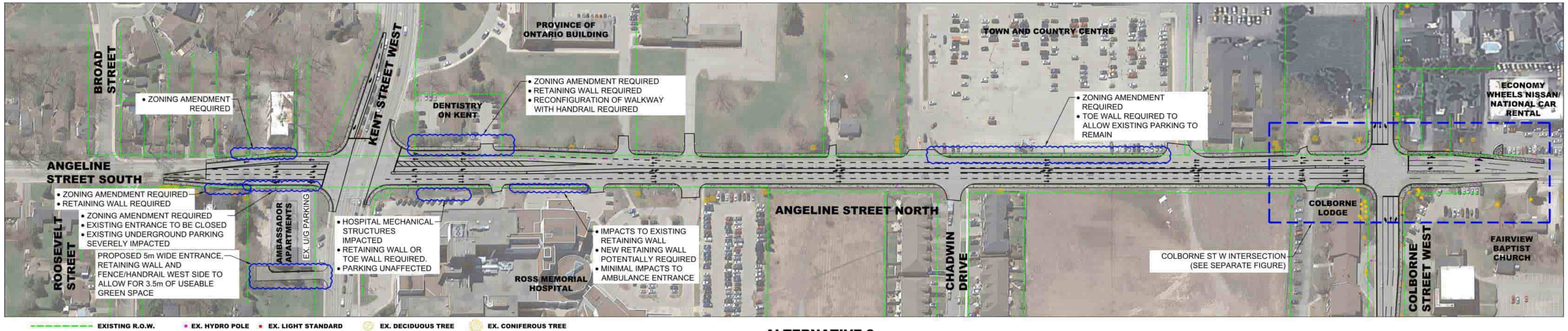
EXISTING R.O.W. EX. HYDRO POLE EX. LIGHT STANDARD EX. DECIDUOUS TREE EX. CONIFEROUS TREE

ALTERNATIVE 2

SOUTH OF COLBORNE STREET W INTERSECTION:
TREES REMOVED = 58 + 2 CEDAR HEDGES
UTILITY POLES RELOCATED = 22*
*9 MAINTAINED THROUGH DETAILED DESIGN
LIGHT STANDARDS RELOCATED = 3

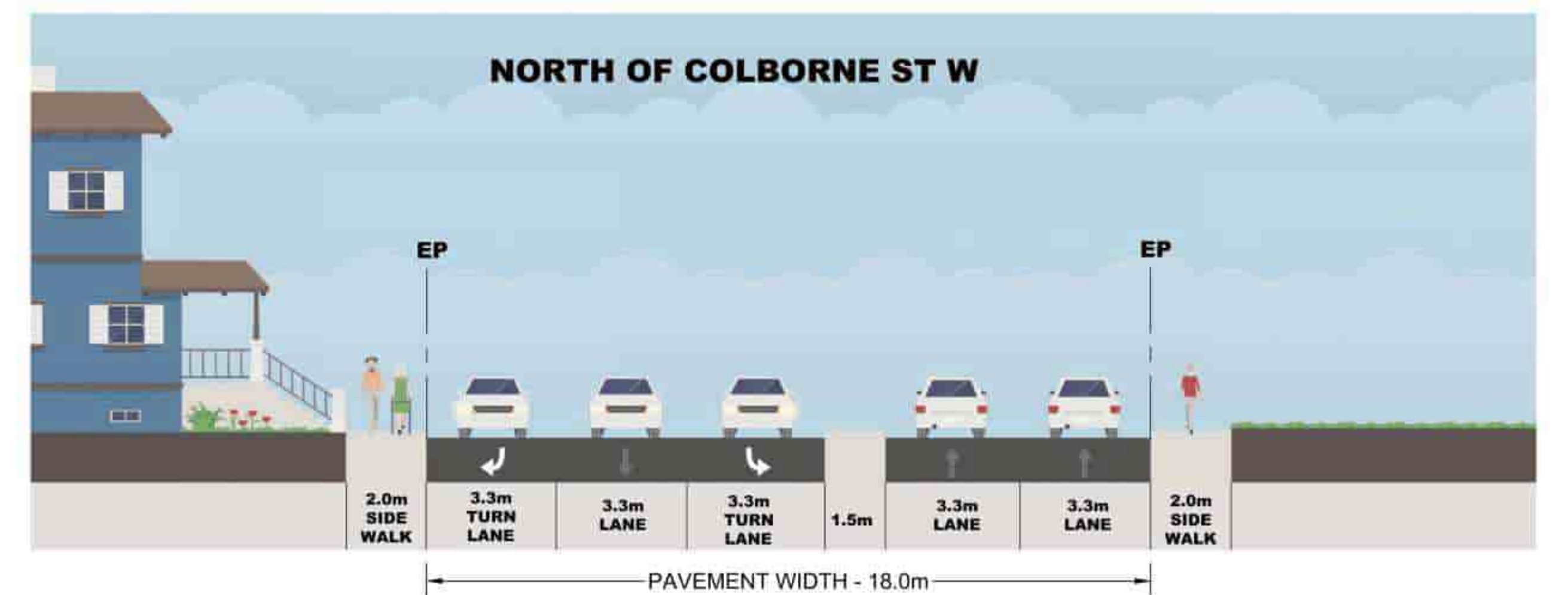
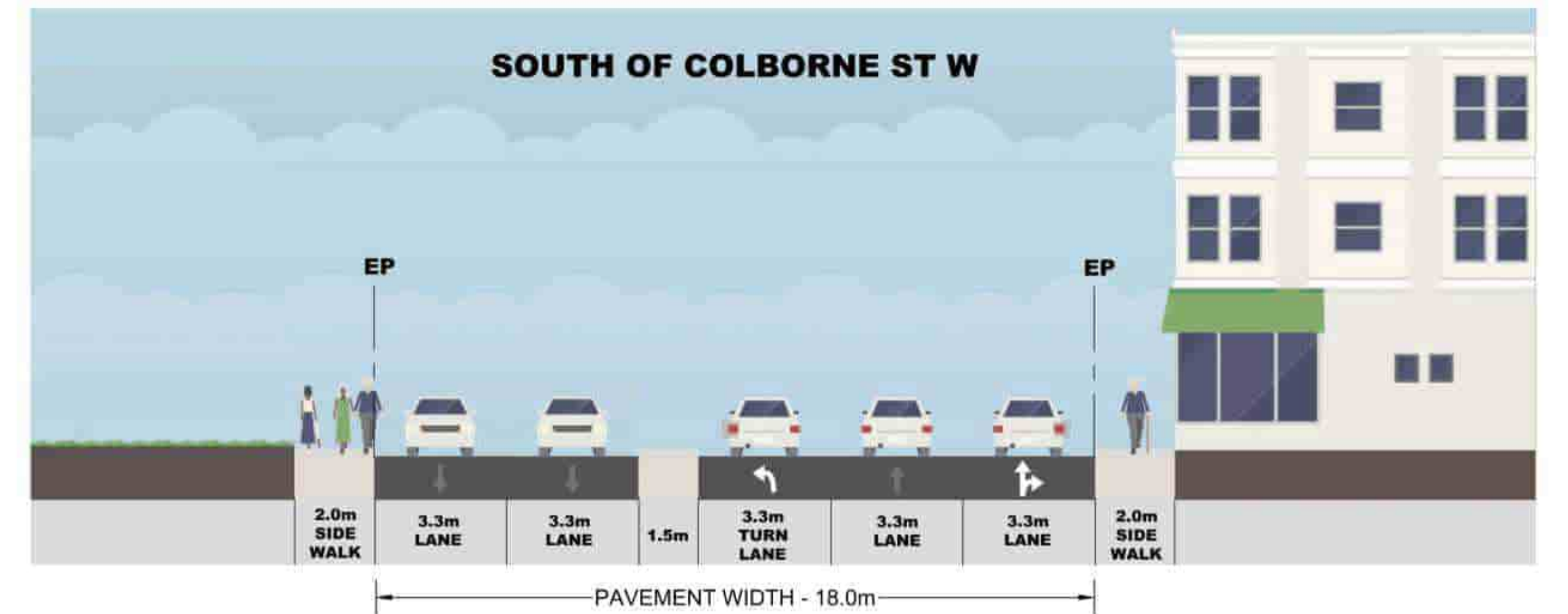
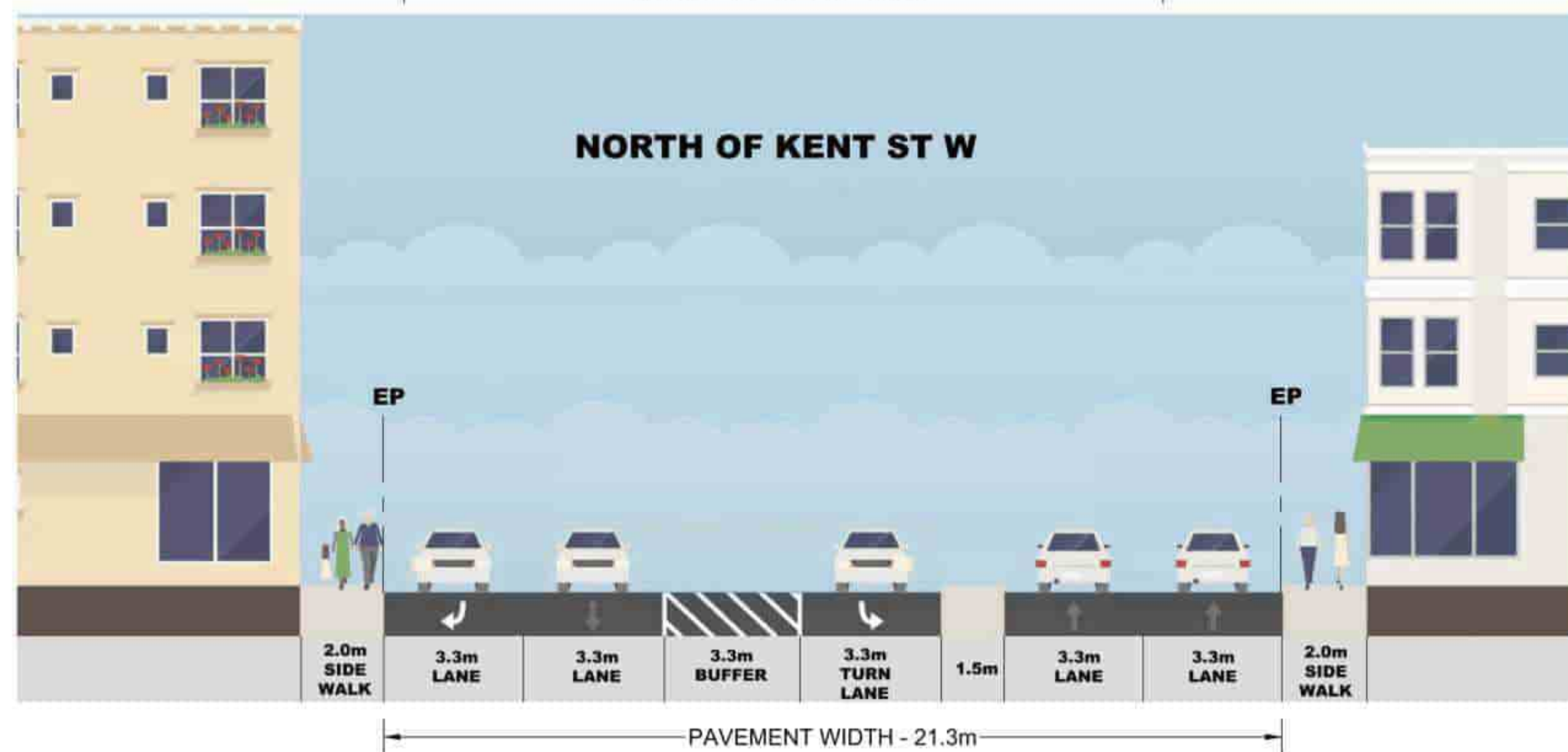
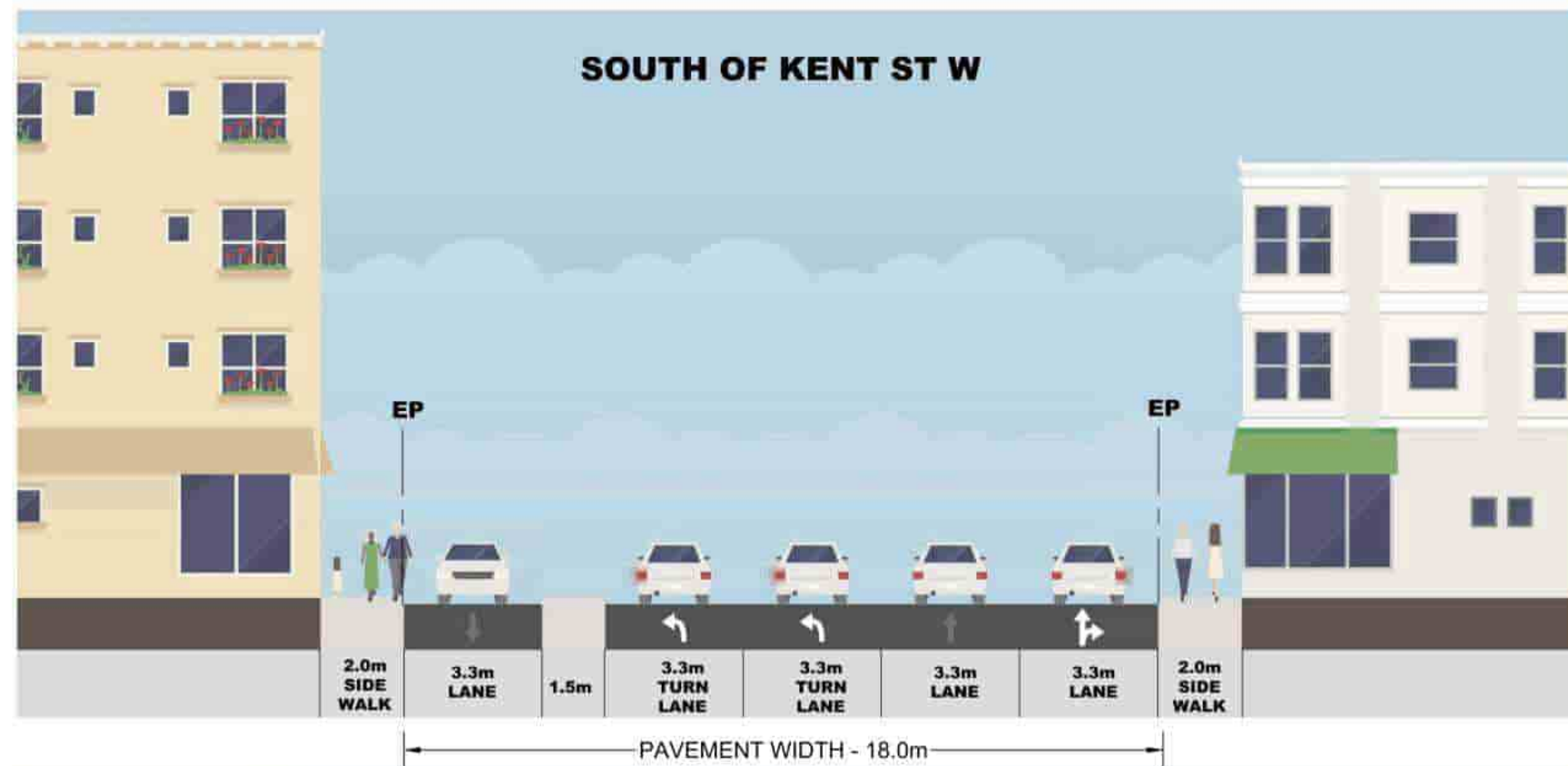


*TYPICAL SECTION ALTERNATIVES WERE CREATED USING STREETMIX AND ARE LICENSED UNDER CREATIVE COMMONS (CC BY-SA 4.0).



ALTERNATIVE 3

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



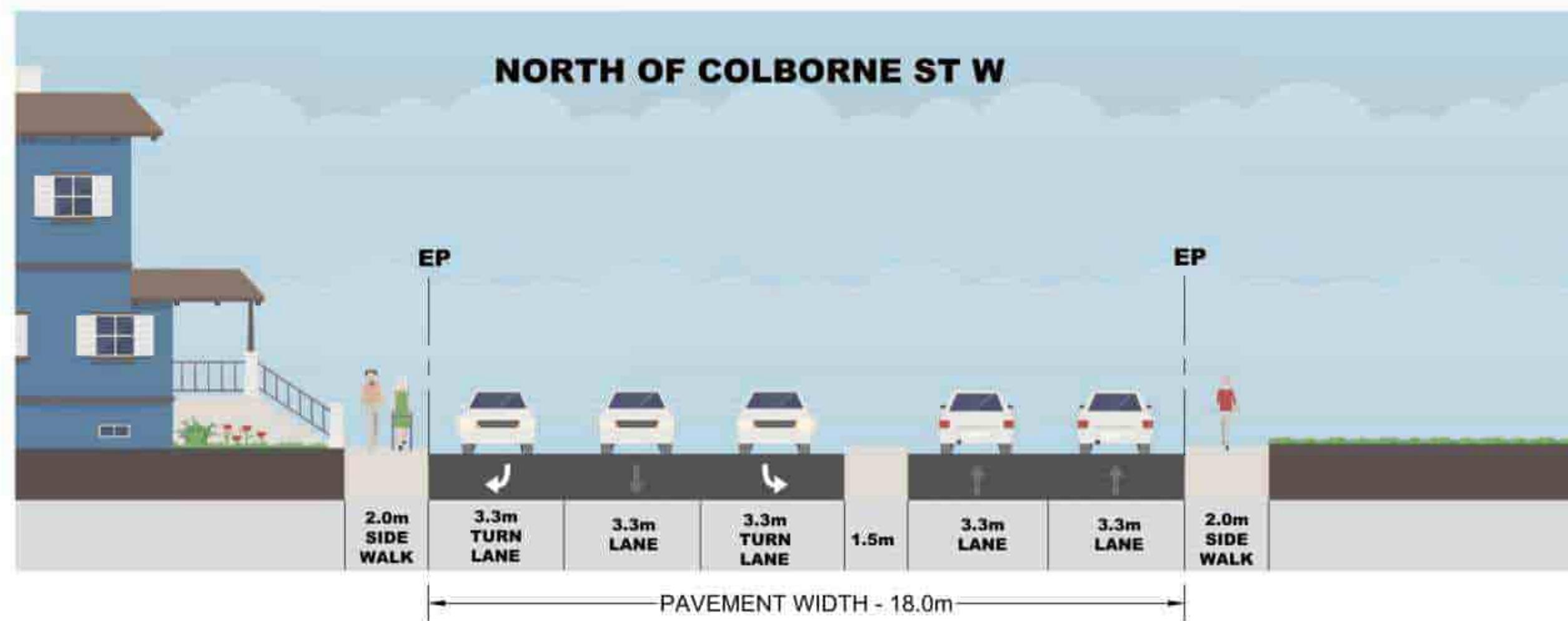
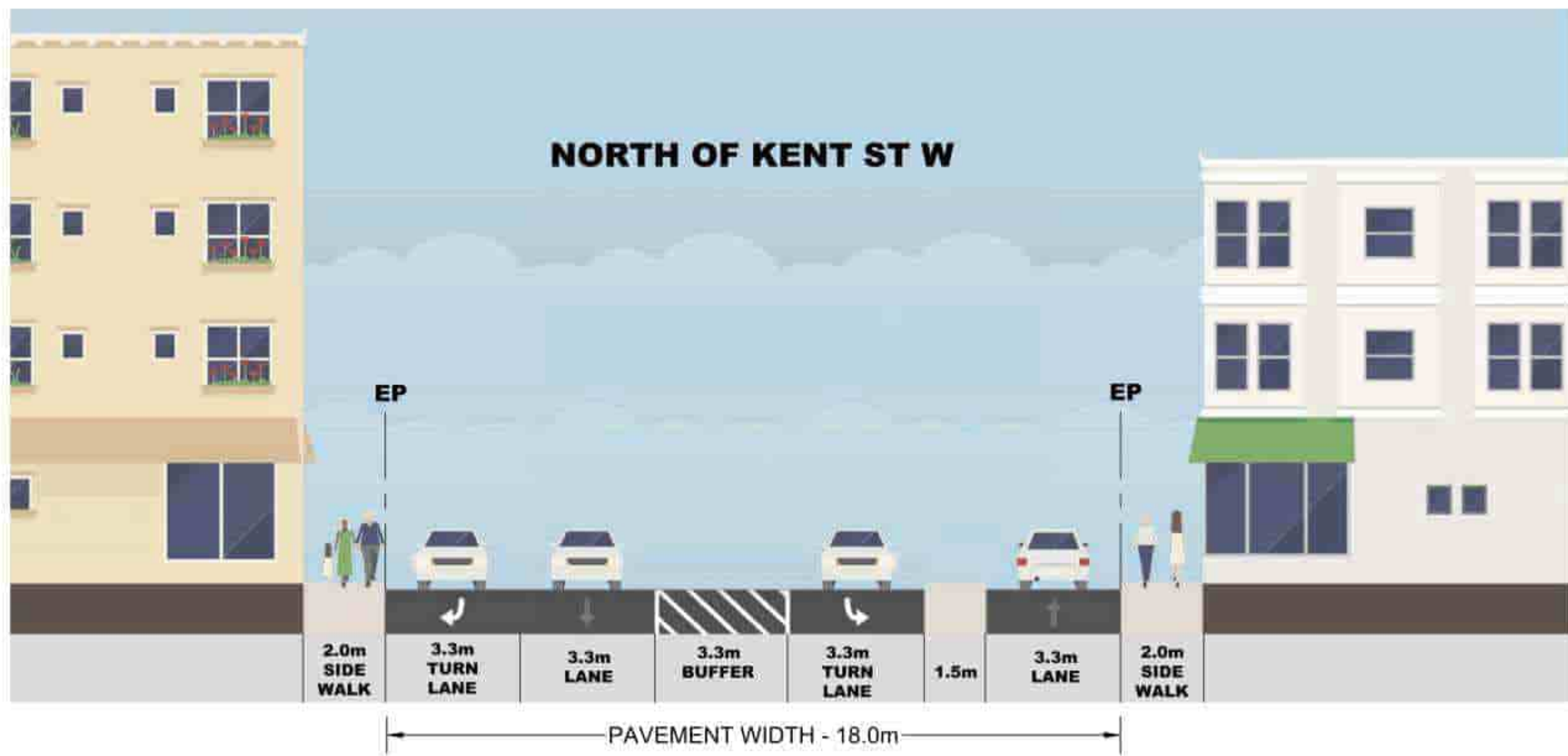
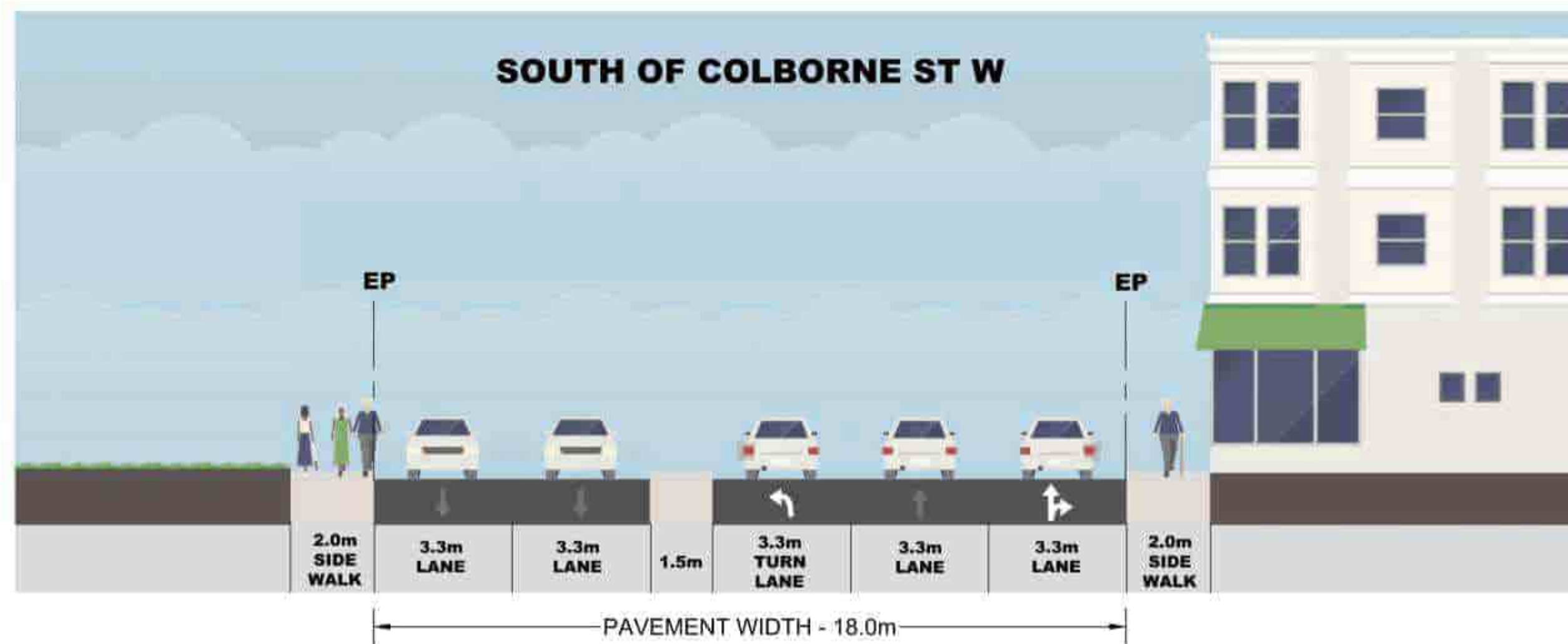
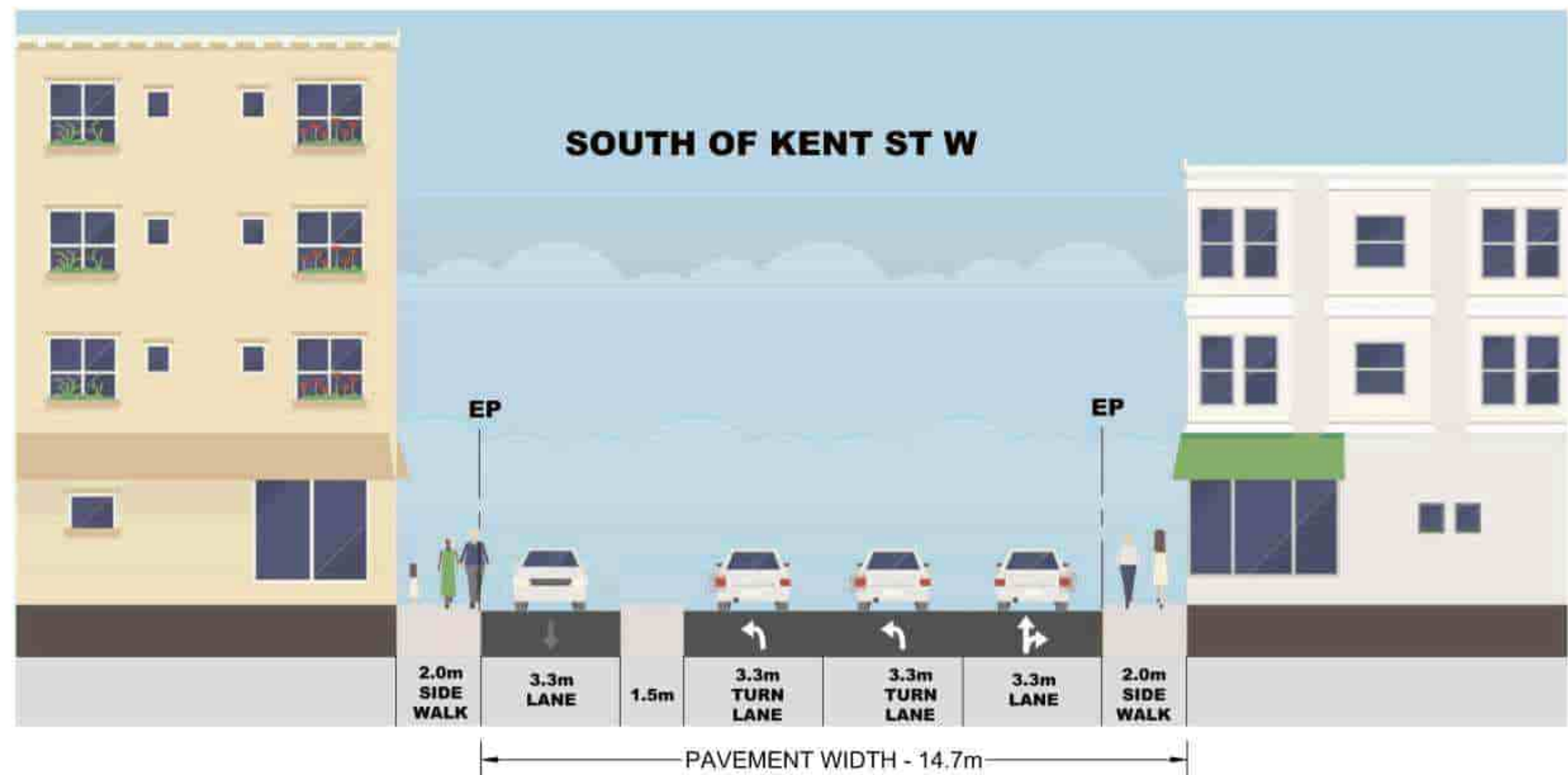
*TYPICAL SECTION ALTERNATIVES WERE CREATED USING STREETMIX AND ARE LICENSED UNDER CREATIVE COMMONS (CC BY-SA 4.0).



ALTERNATIVE 4

SOUTH OF COLBORNE STREET W INTERSECTION:

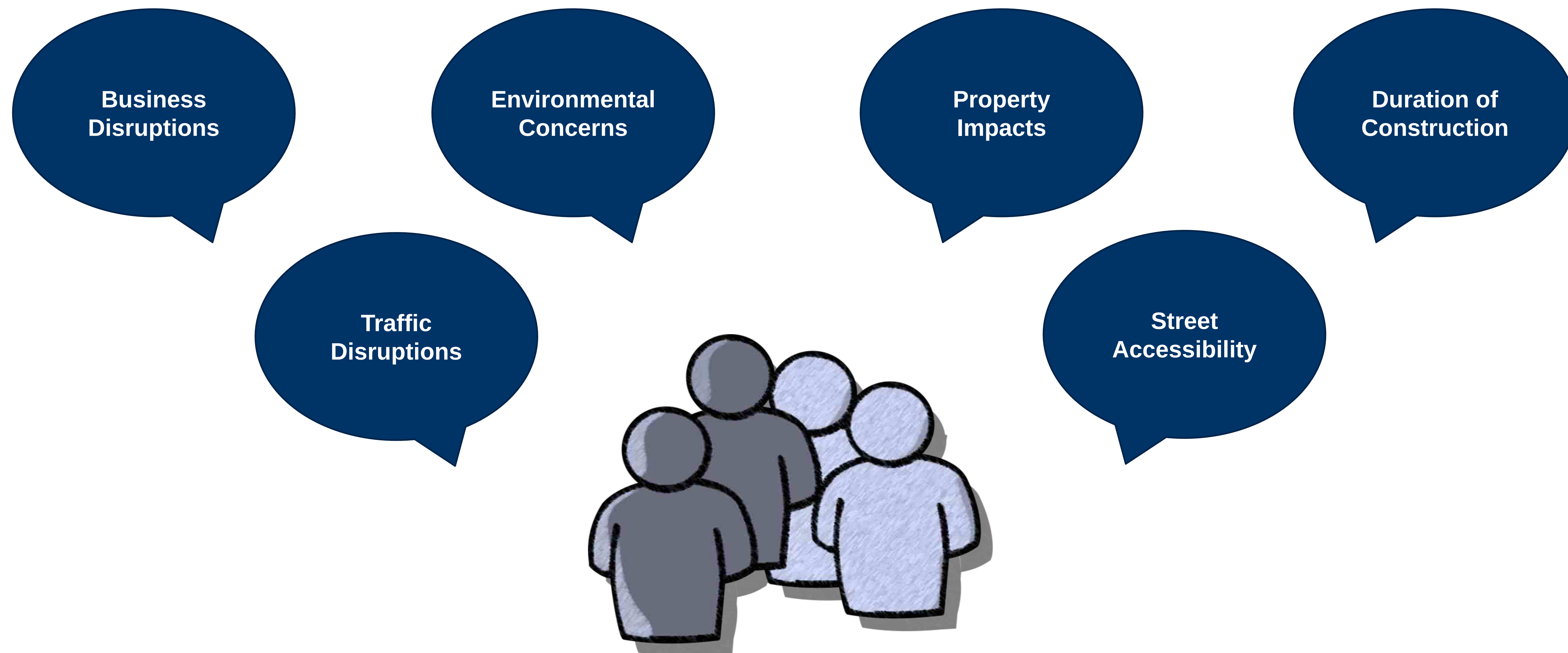
TREES REMOVED = 34 + 2 CEDAR HEDGES
UTILITY POLES RELOCATED = 18*
*9 POTENTIALLY MAINTAINED THROUGH DETAILED DESIGN
LIGHT STANDARDS RELOCATED = 3



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

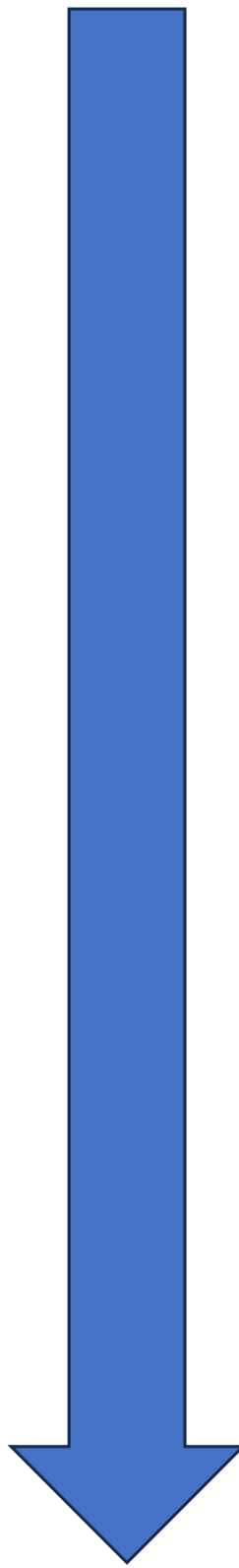
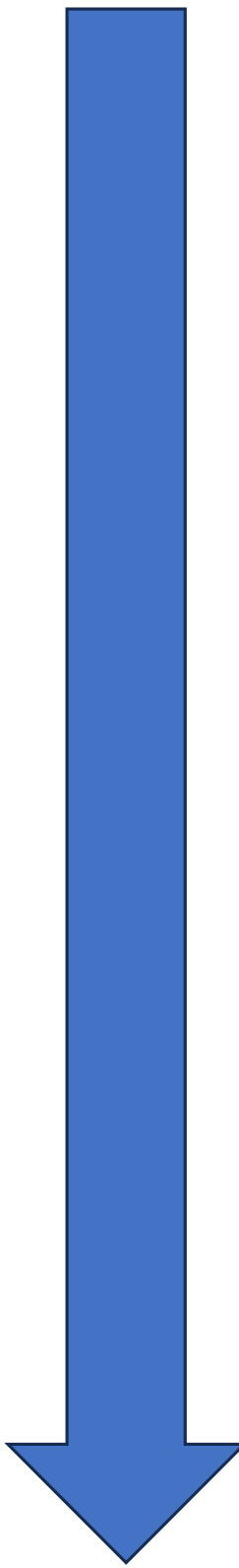
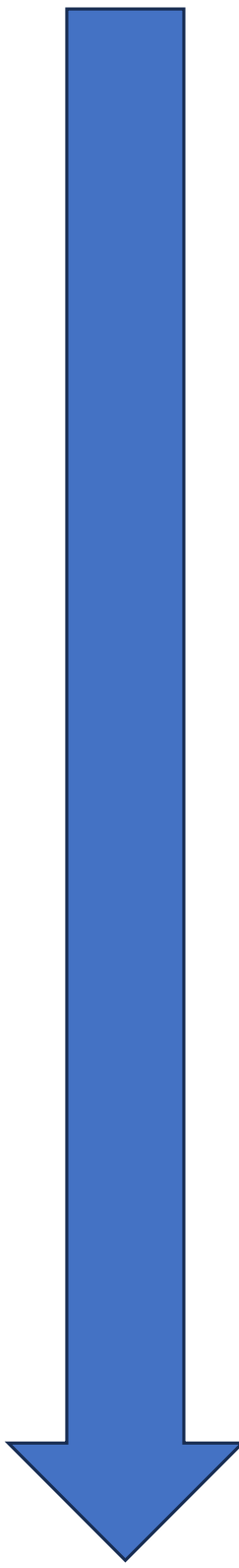
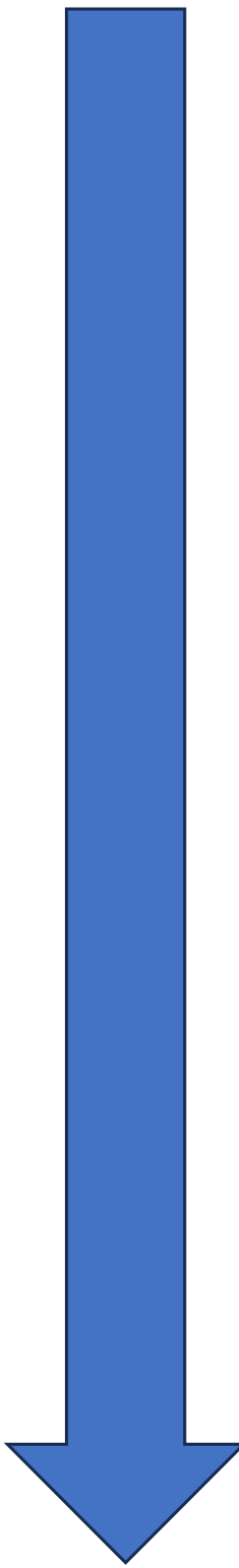
COMMUNITY FEEDBACK/ ASPECTS FOR CONSIDERATION

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>		
		Kent St. W. Intersection: NB: 2x LT, 1x Thru, 1x Thru/RT SB: 1x LT, 2x Thru, 1x Ded. RT EB: Ex. Conditions + 1x Ded. RT* WB: Ex. Conditions* Angeline Corridor*: NB: 2x Thru SB: 2x Thru Centre: 1x Shared LT <i>* Common among all Alternatives</i>			Kent St. W. Intersection: NB: 2x LT, 1x Thru, 1x Thru/RT SB: 1x LT, 2x Thru, 1x Ded. RT EB: Ex. Conditions + 1x Ded. RT* WB: Ex. Conditions* Angeline Corridor*: NB: 2x Thru SB: 2x Thru Centre: 1x Shared LT <i>* Common among all Alternatives</i>			Kent St. W. Intersection: NB: 2x LT, 1x Thru, 1x Thru/RT SB: 1x LT, 1x Thru, 1x Ded. RT EB: Ex. Conditions. + 1x Ded. RT* WB: Ex. Conditions* Angeline Corridor*: NB: 2x Thru SB: 2x Thru Centre: 1x Shared LT <i>* Common among all Alternatives</i>			Kent St. W. Intersection: NB: 2x LT, 1x Thru/RT SB: 1x LT, 1x Thru, 1x Ded. RT EB: Ex. Conditions + 1x Ded. RT WB: Ex. Conditions Angeline Corridor: NB: 2x Thru SB: 2x Thru Centre: 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.

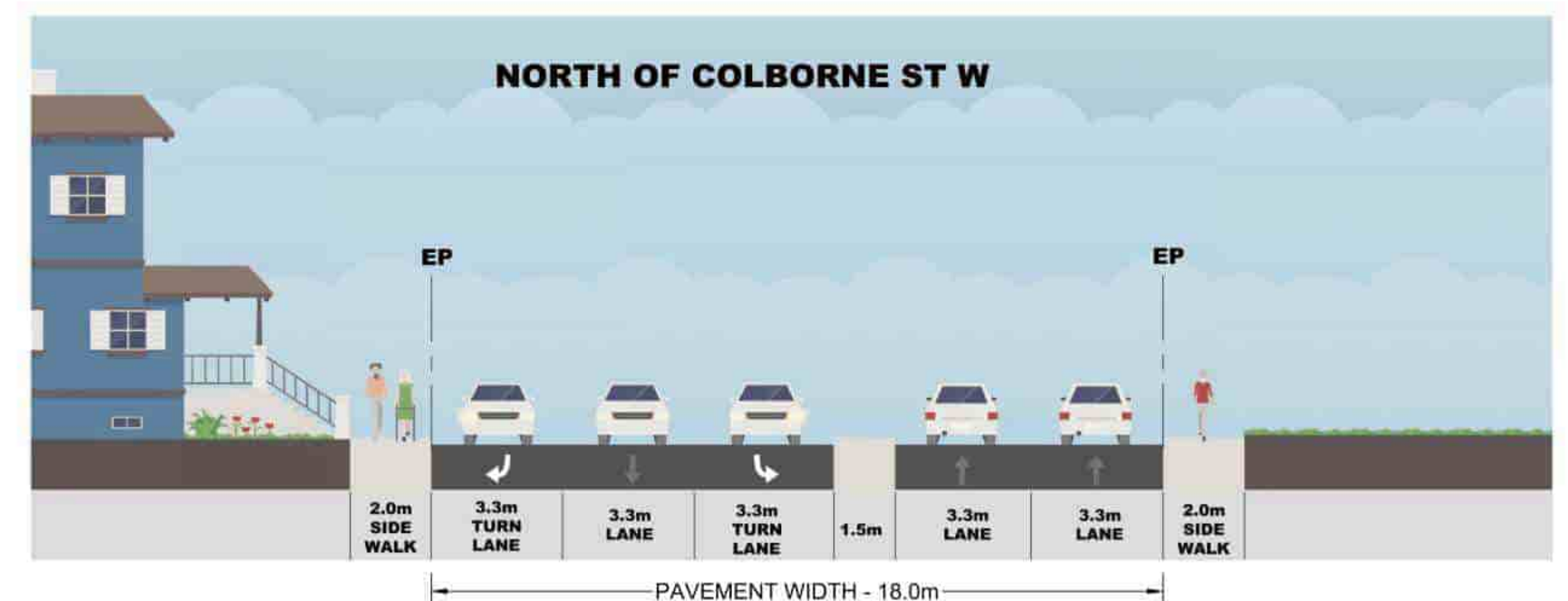
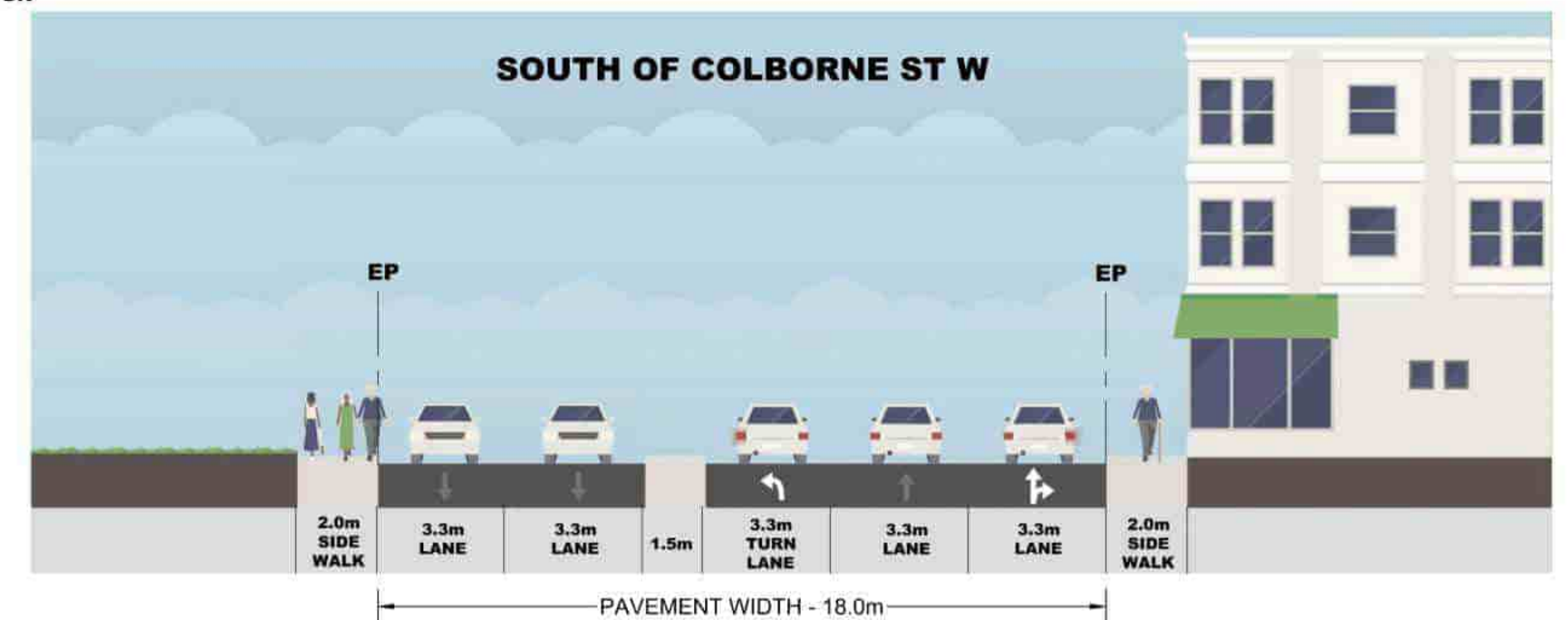
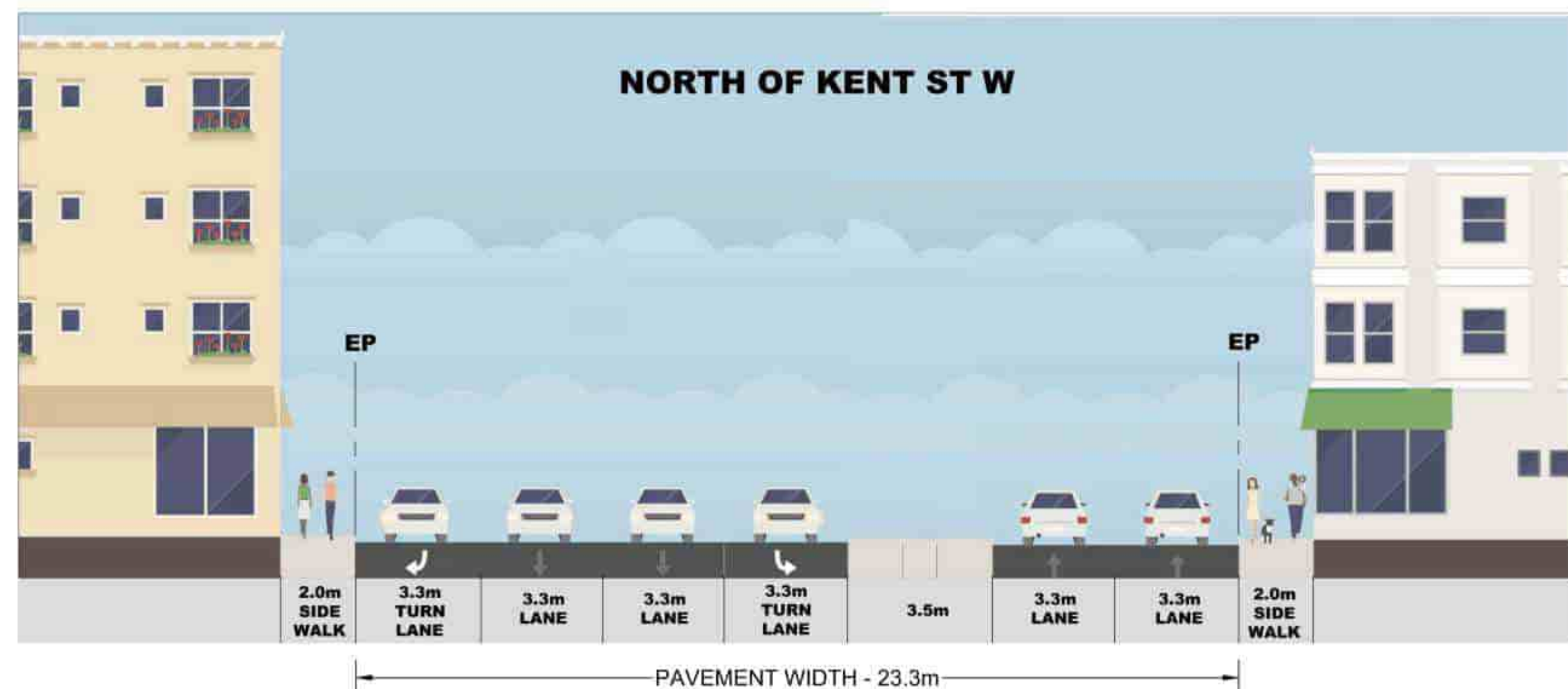
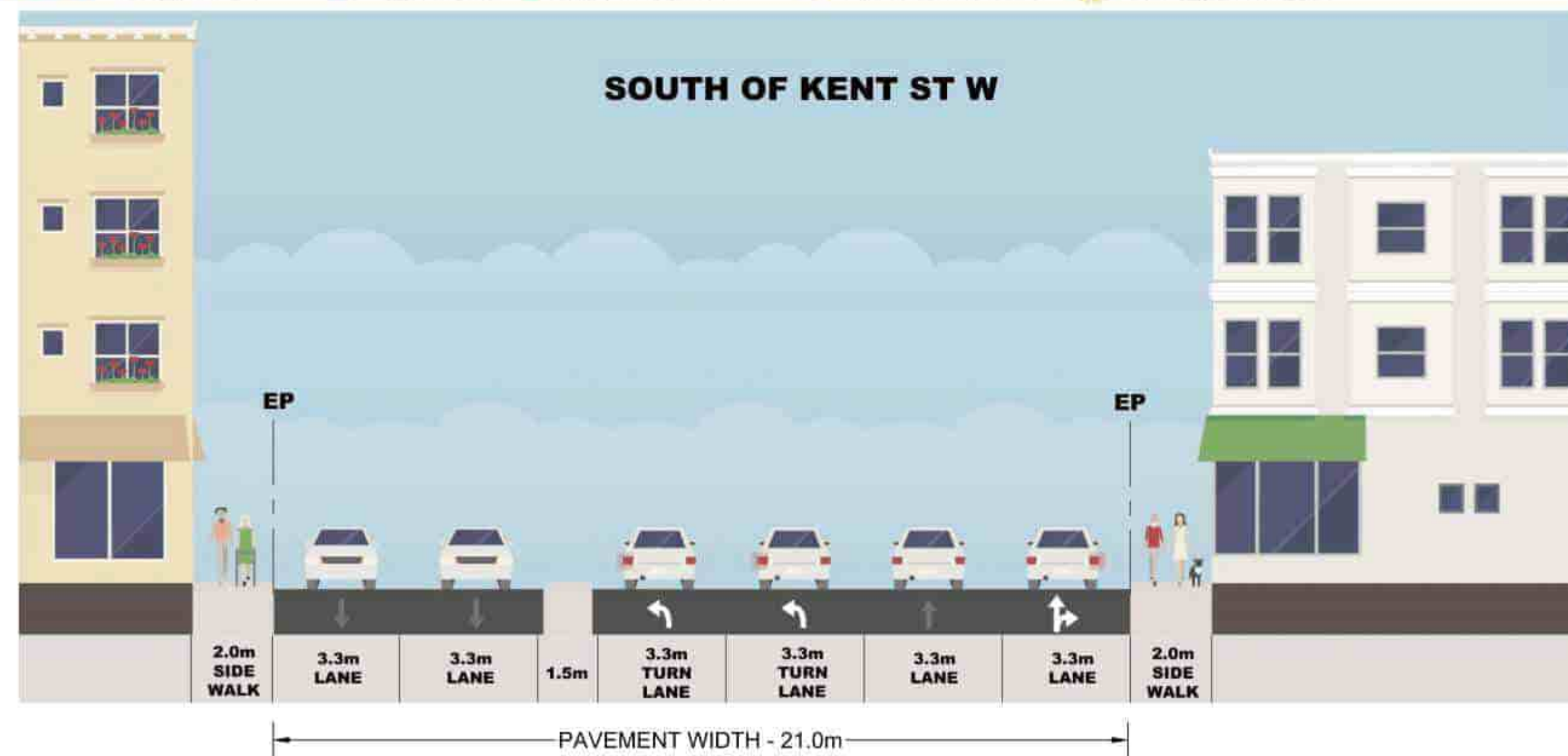


KENT STREET INTERSECTION AND MAIN CORRIDOR ALTERNATIVES



ALTERNATIVE 2A

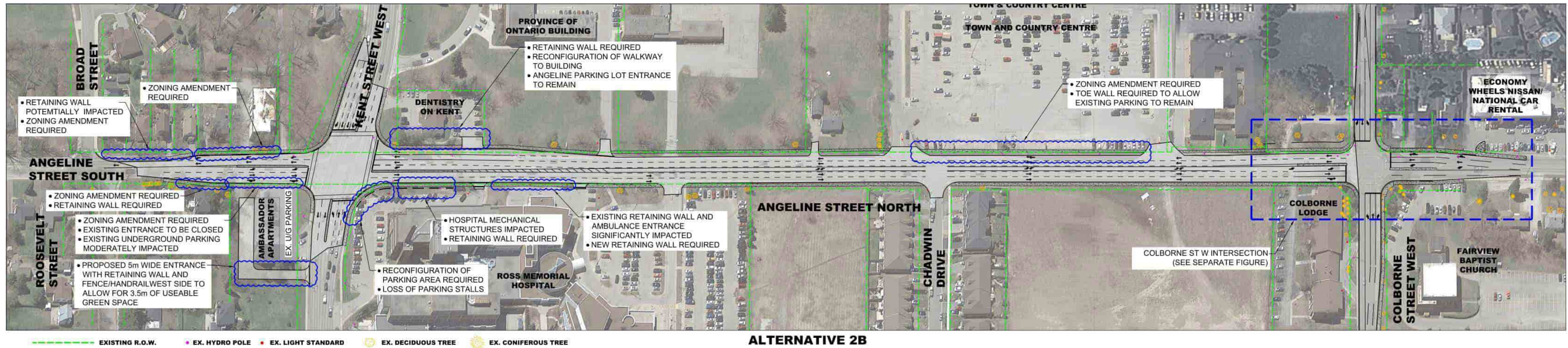
SOUTH OF COLBORNE STREET W INTERSECTION:
TREES REMOVED = 55 + 2 CEDAR HEDGES
UTILITY POLES RELOCATED = 21*
*9 POTENTIALLY MAINTAINED THROUGH DETAILED DESIGN
LIGHT STANDARDS RELOCATED = 4



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

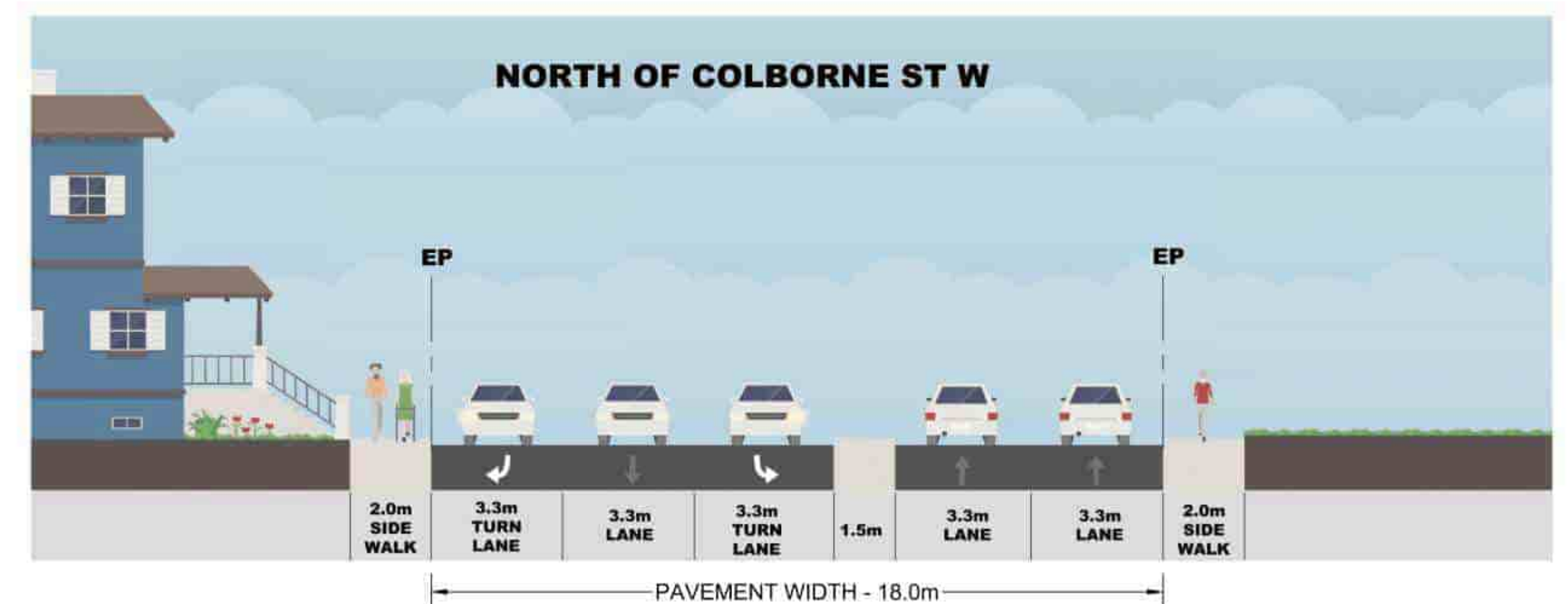
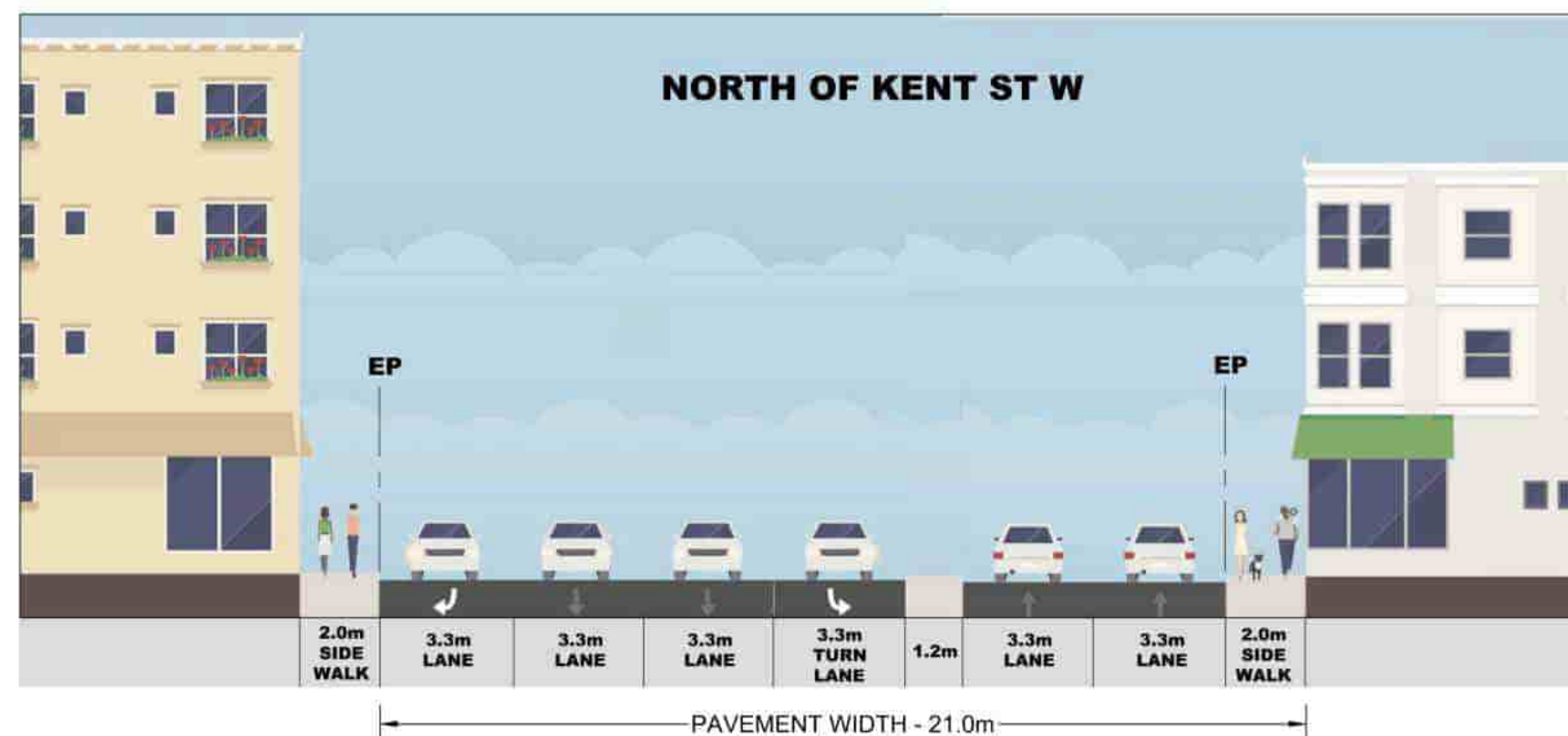
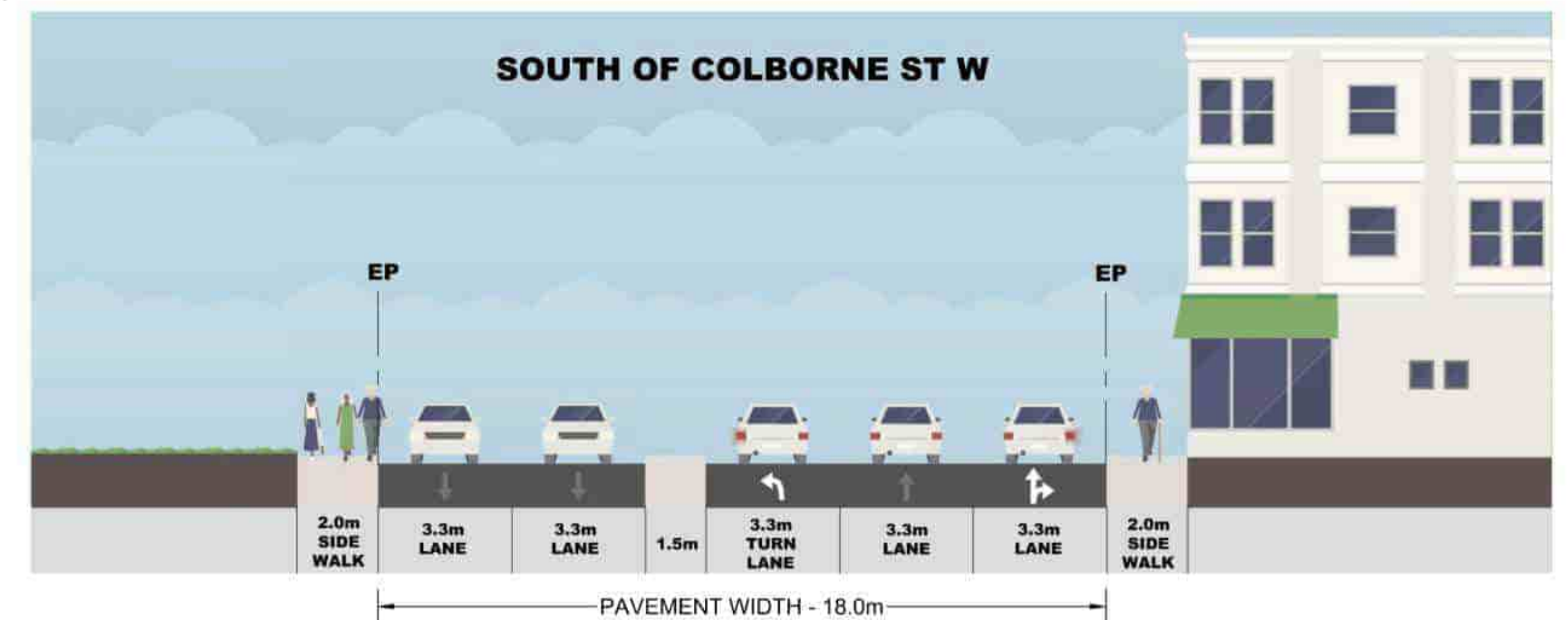
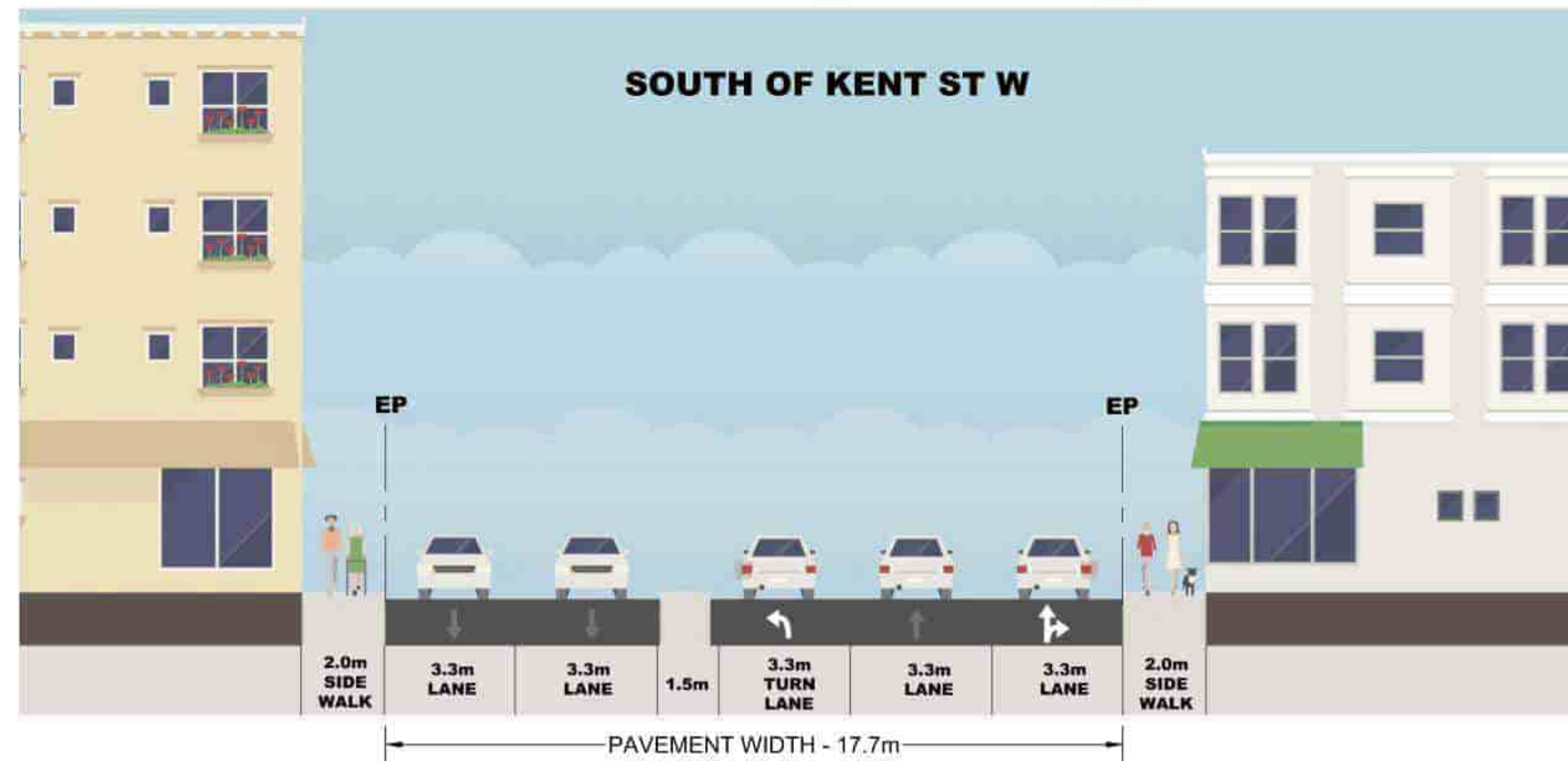


KENT STREET INTERSECTION AND MAIN CORRIDOR ALTERNATIVES



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		
		Kent St. W. Intersection: NB: 1x LT, 1x Thru, 1x Thru/RT SB: 1x LT, 2x Thru, 1x Ded. RT* EB: Ex. Conditions + 1x Ded. RT* WB: Ex. Conditions* Angeline Corridor*: NB: 2x Thru SB: 2x Thru Centre: 1x Shared LT * Common among all Alternatives			Kent St. W. Intersection: NB: 2x LT, 1x Thru, 1x Thru/RT SB: 1x LT, 2x Thru, 1x Ded. RT* EB: Ex. Conditions + 1x Ded. RT* WB: Ex. Conditions* Angeline Corridor*: NB: 2x Thru SB: 2x Thru Centre: 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

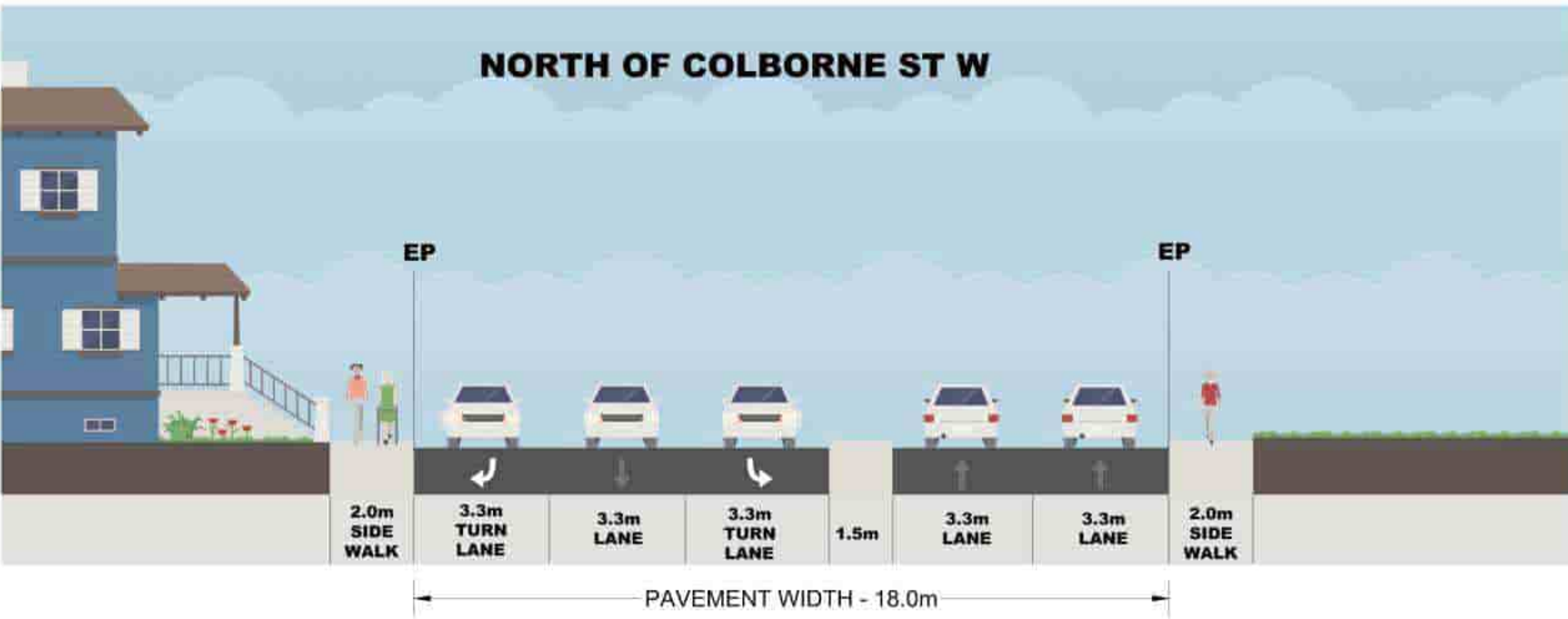
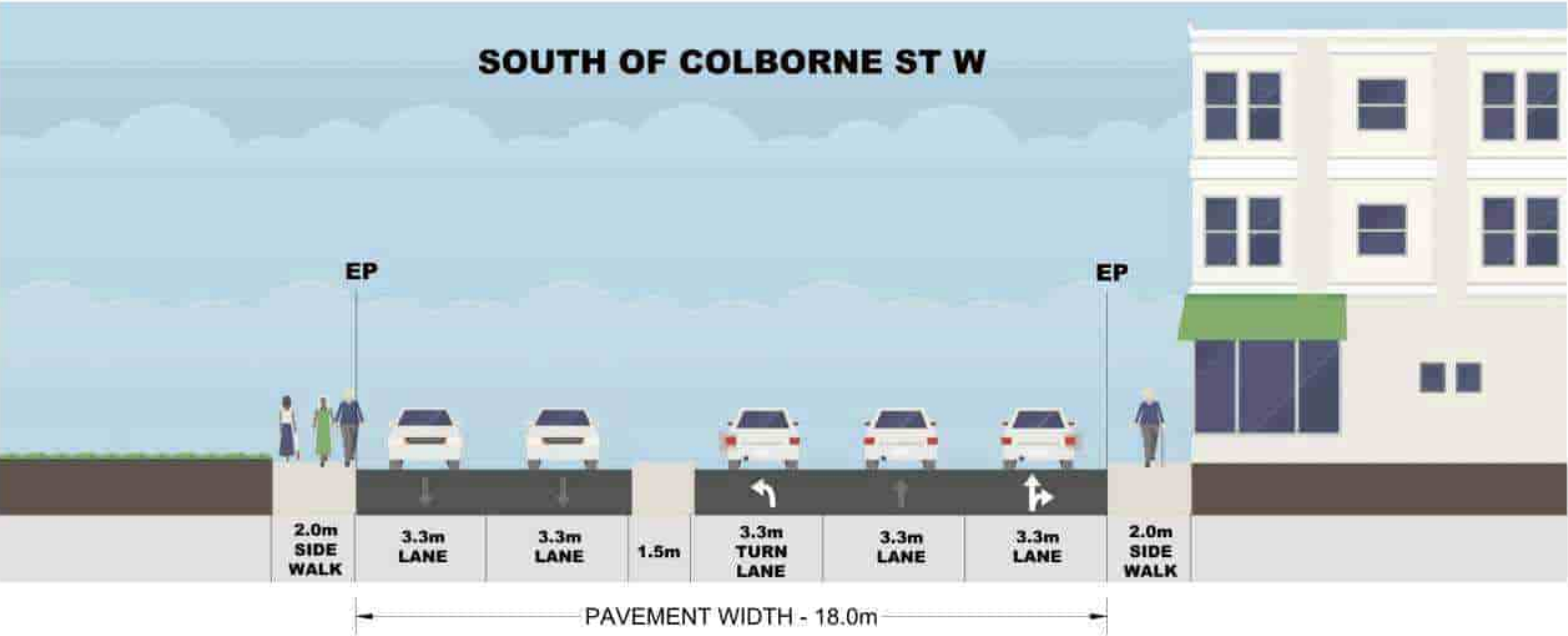
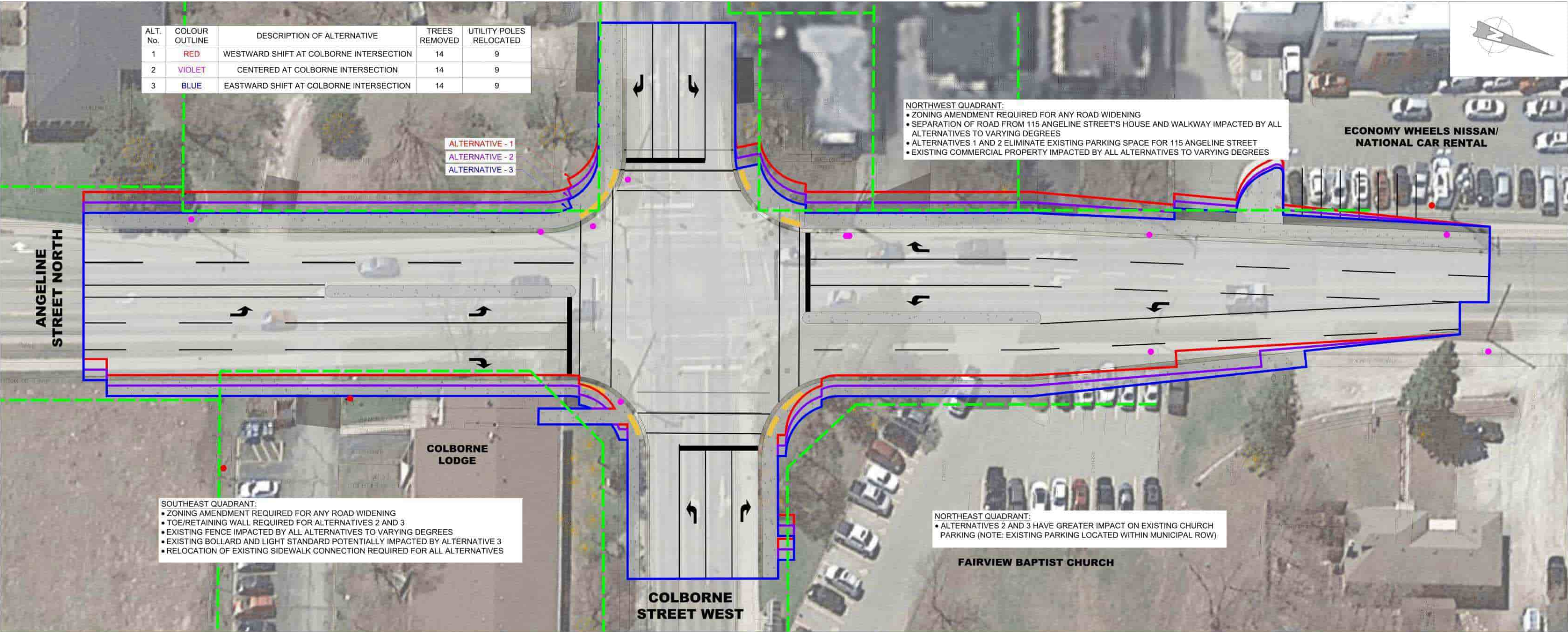
Background

- 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>		
		Colborne St. W Intersection*: NB: 1x LT, 1x Thru, 1x Ded. RT SB: 1x LT, 1x Thru, 1x Ded. RT EB: 1x LT, 1x Thru, 1x Ded. RT WB: 1x LT, 1x Thru, 1x Ded. RT Angeline Corridor*: NB: 2x Thru SB: 2x Thru Centre: 1x Shared LT <i>* Common among all Alternatives</i>			Colborne St. W Intersection*: NB: 1x LT, 1x Thru, 1x Ded. RT SB: 1x LT, 1x Thru, 1x Ded. RT EB: 1x LT, 1x Thru, 1x Ded. RT WB: 1x LT, 1x Thru, 1x Ded. RT Angeline Corridor*: NB: 2x Thru SB: 2x Thru Centre: 1x Shared LT <i>* Common among all Alternatives</i>			Colborne St. W Intersection*: NB: 1x LT, 1x Thru, 1x Ded. RT SB: 1x LT, 1x Thru, 1x Ded. RT EB: 1x LT, 1x Thru, 1x Ded. RT WB: 1x LT, 1x Thru, 1x Ded. RT Angeline Corridor*: NB: 2x Thru SB: 2x Thru Centre: 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

Ainley Group

1-50 Grant Timmins Drive

Kingston, ON K7M 8N2

Phone: (343)-266-0002 ext. 207

Fax: (343)-266-0028

E-mail: alexander.wilkinson@ainleygroup.com

Mr. Corby Purdy, C.E.T.

Manager, Infrastructure Design and Construction

City of Kawartha Lakes

322 Kent Street West,

PO Box 9000

Lindsay, ON K9V 5R8

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 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.



Appendix C

Comments Received Before the PIC

Katrina Fingland

From: Consultations <Consultations@metisnation.org>
Sent: May 1, 2024 7:28 PM
To: Alexander Wilkinson
Subject: Automatic reply: 18545-2 - City of Kawartha Lakes - Angeline Street North
Reconstruction - Notice of Public Information Centre #2

This is an automatically generated response from consultations@metisnation.org. Please do not reply to this e-mail address.

The MNO is adjusting standard work practices due to the Covid-19 outbreak and to better enable staff to work remotely. **Please note that the MNO's Lands, Resources and Consultations (LRC) Branch will no longer review hard copy consultation notices mailed to MNO offices.** The LRC Branch will review all electronic notices and process them in accordance with our standard operating procedures. All consultation notices must be sent electronically to consultations@metisnation.org.

The Métis Nation of Ontario's LRC Branch acknowledges your information notice. The MNO reserves the right to request additional information, meetings and consultations in respect of the project should the MNO deem it to be necessary.

For additional information pertaining to consulting with Ontario Métis please visit the MNO web site at: <https://www.metisnation.org/programs-and-services/lands-resources-consultations/duty-to-consult/>

Katrina Fingland

From: Alanna Hein <chiefcouncil@pikwakanagan.ca>
Sent: May 3, 2024 2:52 PM
To: Alexander Wilkinson
Cc: Amanda Two-Axe Kohoko
Subject: RE: 18545-2 - City of Kawartha Lakes - Angeline Street North Reconstruction - Notice of Public Information Centre #2

Good Afternoon Alex Wilkinson;

Thank for your email and letter. I will forward your email to Amanda Two Axe Kohoko, Manager Consultation to review.

Please note that the current Chief is Greg Sarazin.

Thank you,
Alanna Hein

**Manager, Political Operations
Chief and Council**
Nìgànizì Gamik
Algonquins of Pikwakanagan First Nation
1657A Mishomis Inamo
Pikwakanagan, Ontario
K0J 1X0

Phone: (613) 625-2800 ext: 228

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From: Alexander Wilkinson <alexander.wilkinson@ainleygroup.com>
Sent: Wednesday, May 1, 2024 7:27 PM
To: Alanna Hein <chiefcouncil@pikwakanagan.ca>
Subject: 18545-2 - City of Kawartha Lakes - Angeline Street North Reconstruction - Notice of Public Information Centre #2

Good Afternoon,

The City of Kawartha Lakes has retained Ainley Group to undertake the design activities and Municipal Class Environmental Assessment for the proposed reconstruction of Angeline Street North within the Town of Lindsay.

Please find a notice attached that provides details associated with an upcoming Public Information Centre (PIC) for this project. Information pertaining to the project is provided in the attached, and the PIC presentation materials will be available on the City of Kawartha Lakes website (www.kawarthalakes.ca/majorprojects). The PIC is open-house format and being hosted on May 9, 2024 from 5:00 pm to 7:00 pm in the Victoria Room of City Hall, at 26 Francis Street, Lindsay, ON, K9V 5R8.

If you have any questions and/or comments regarding the project, please feel free to contact the project team members identified within the attached notice.

Regards,

Alex Wilkinson, P.Eng.
Project Engineer



Tel: (343) 266-0002 Ext. 217
Cell: (613) 453-8215
Email: alexander.wilkinson@ainleygroup.com

WWW.AINLEYGROUP.COM

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Ainley Group is committed to providing accessible customer service. Please inform us if you require this information in an alternative format or require communication supports.

From: [Laurie M Carvalho](#)
To: [Alexander Wilkinson](#)
Cc: [Scott Reynolds](#); [Yen Daniel](#); [Tom Kovendi](#)
Subject: RE: 18545-2 - City of Kawartha Lakes - Angeline Street North Reconstruction - Notice of Public Information Centre #2
Date: May 2, 2024 10:56:32 AM
Attachments: [image001.jpg](#)

Hi Alexander

I have copied Yen Daniel, Vice President/CFO on this email as well as our Interim Maintenance Director, Tom Kovendi. Yen will be your contact moving forward, and Tom has been included for information while he is contracted with RMH.

Please also add me as a contact to cc on such communications to bring to the attention of the appropriate RMH stakeholders going forward.

Thank you,

Laurie Carvalho
Executive Assistant

Ross Memorial Hospital
10 Angeline St N., Lindsay, Ontario, K9V 4M8
lmcarvalho@rmh.org | 705-324-6111 ext. 6218

From: Alexander Wilkinson <alexander.wilkinson@ainleygroup.com>
Sent: Wednesday, May 1, 2024 7:59 PM
To: Laurie M Carvalho <lmcarvalho@rmh.org>
Cc: Scott Reynolds <scott.reynolds@ainleygroup.com>
Subject: FW: 18545-2 - City of Kawartha Lakes - Angeline Street North Reconstruction - Notice of Public Information Centre #2

Hi Laurie,

I attempted to mail the email below to Veronica Nelson but received an email back informing me that she is no longer with RMH.

Could you please help direct it to the appropriate person and copy me on the email? This may be of interest to Mark Zahra and/or Vic Tavaszi if they are still with RMH.

Thank you,

Alex Wilkinson, P.Eng.
Project Engineer



Tel: (343) 266-0002 Ext. 217

Cell: (613) 453-8215

Email: alexander.wilkinson@ainleygroup.com

WWW.AINLEYGROUP.COM

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From: Alexander Wilkinson

Sent: May 1, 2024 7:49 PM

To: 'vnelson@rmh.org' <vnelson@rmh.org>

Subject: 18545-2 - City of Kawartha Lakes - Angeline Street North Reconstruction - Notice of Public Information Centre #2

Good Afternoon,

The City of Kawartha Lakes has retained Ainley Group to undertake the design activities and Municipal Class Environmental Assessment for the proposed reconstruction of Angeline Street North within the Town of Lindsay.

Please find a notice attached that provides details associated with an upcoming Public Information Centre (PIC) for this project. Information pertaining to the project is provided in the attached, and the PIC presentation materials will be available on the City of Kawartha Lakes website (www.kawarthalakes.ca/majorprojects). The PIC is open-house format and being hosted on May 9, 2024 from 5:00 pm to 7:00 pm in the Victoria Room of City Hall, at 26 Francis Street, Lindsay, ON, K9V 5R8.

If you have any questions and/or comments regarding the project, please feel free to contact the project team members identified within the attached notice.

Regards,

Alex Wilkinson, P.Eng.
Project Engineer



Tel: (343) 266-0002 Ext. 217

Cell: (613) 453-8215

Email: alexander.wilkinson@ainleygroup.com

WWW.AINLEYGROUP.COM

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Katrina Fingland

From: Doreen Davis <shabotobaadjiwan@gmail.com>
Sent: May 3, 2024 10:52 AM
To: Alexander Wilkinson
Subject: Re: 18545-2 - City of Kawartha Lakes - Angeline Street North Reconstruction - Notice of Public Information Centre #2

Thank you for the information.

On Wed, May 1, 2024 at 7:35 PM Alexander Wilkinson <alexander.wilkinson@ainleygroup.com> wrote:

Good Afternoon,

The City of Kawartha Lakes has retained Ainley Group to undertake the design activities and Municipal Class Environmental Assessment for the proposed reconstruction of Angeline Street North within the Town of Lindsay.

Please find a notice attached that provides details associated with an upcoming Public Information Centre (PIC) for this project. Information pertaining to the project is provided in the attached, and the PIC presentation materials will be available on the City of Kawartha Lakes website (www.kawarthalakes.ca/majorprojects). The PIC is open-house format and being hosted on May 9, 2024 from 5:00 pm to 7:00 pm in the Victoria Room of City Hall, at 26 Francis Street, Lindsay, ON, K9V 5R8.

If you have any questions and/or comments regarding the project, please feel free to contact the project team members identified within the attached notice.

Regards,

Alex Wilkinson, P.Eng.

Project Engineer



Tel: (343) 266-0002 Ext. 217

Cell: (613) 453-8215

Email: alexander.wilkinson@ainleygroup.com

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Katrina Fingland

From: Algonquins of Ontario Consultation Office <algonquins@tanakiwin.com>
Sent: May 9, 2024 12:17 PM
To: Alexander Wilkinson
Subject: RE: 18545-2 - City of Kawartha Lakes - Angeline Street North Reconstruction - Notice of Public Information Centre #2
Attachments: Notice of PIC #2 - April 26, 2024 - Algonquins of Ontario Consultation Office.pdf

You don't often get email from algonquins@tanakiwin.com. [Learn why this is important](#)

Good Afternoon, Alex,

Thank you for contacting the Algonquins of Ontario Consultation Office in relation to the design activities and **Municipal Class Environmental Assessment for the proposed reconstruction of Angeline Street North within the Town of Lindsay.**

Please note that this office has determined that your project is not located within the unceded Algonquins of Ontario Settlement Area. Requests such as this may impact the rights of other Indigenous groups. As such, we recommend that you contact the appropriate community responsible for the area in question.

This message may not be relied upon to fulfil, in whole or part, any duty to consult with the Algonquins of Ontario or any other Aboriginal organization.

Sincerely,

The Algonquins of Ontario Consultation Office

31 Riverside Drive, Suite 101
Pembroke, ON K8A 8R6
Phone: 613-735-3759 Ex. 200
Fax: 613-735-6307
Email: algonquins@tanakiwin.com
Website: www.tanakiwin.com

From: Alexander Wilkinson <alexander.wilkinson@ainleygroup.com>
Sent: Wednesday, May 1, 2024 7:27 PM
To: algonquins@nrtco.net
Subject: 18545-2 - City of Kawartha Lakes - Angeline Street North Reconstruction - Notice of Public Information Centre #2

Good Afternoon,

The City of Kawartha Lakes has retained Ainley Group to undertake the design activities and Municipal Class Environmental Assessment for the proposed reconstruction of Angeline Street North within the Town of Lindsay.

Please find a notice attached that provides details associated with an upcoming Public Information Centre (PIC) for this project. Information pertaining to the project is provided in the attached, and the PIC presentation materials will be available on the City of Kawartha Lakes website (www.kawarthalakes.ca/majorprojects). The PIC is open-house format

and being hosted on May 9, 2024 from 5:00 pm to 7:00 pm in the Victoria Room of City Hall, at 26 Francis Street, Lindsay, ON, K9V 5R8.

If you have any questions and/or comments regarding the project, please feel free to contact the project team members identified within the attached notice.

Regards,

Alex Wilkinson, P.Eng.
Project Engineer



Tel: (343) 266-0002 Ext. 217

Cell: (613) 453-8215

Email: alexander.wilkinson@ainleygroup.com

WWW.AINLEYGROUP.COM

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Appendix D

Comments Received At and After PIC



Public Information Centre #2

May 9, 2024

Angeline Street North Corridor

COMMENTS:

1) FAIRVIEW BAPTIST CHURCH

- IN THE EVENT THAT OUR ACCESS OFF COLBORNE ST. AND ANGELINE ST ARE GOING TO BE IMPACTED, WE WOULD DESIRE AN OPPORTUNITY TO DISCUSS AND NEGOTIATE IN ORDER TO ENSURE OUR INTERESTS ARE CONSIDERED.

Thank you for your participation.

The purpose of the information being gathered on this form is to ensure that further information, when it becomes available, can be forwarded to those parties who have expressed an interest in this study and to gather information from the public for use in the study. The information collected on this form becomes part of the public record and a copy of this document may be attached to further reports that are submitted to Council.

PLEASE PRINT

Name:

Address:

Tel:

Please submit this comment sheet no later than May 31, 2024 to:

Mr. Alex Wilkinson, P.Eng.
Ainley Graham & Associates Limited
1-50 Grant Timmins Drive
Kingston, ON K7M 8N2
Fax: 343.266.0028
Email: alexander.wilkinson@ainleygroup.com

Mr. Corby Purdy C.E.T.
City of Kawartha Lakes
12 Peel Street
Lindsay, ON K9V 5R8
Fax: 705.324.2982
Email: cpurdy@kawarthalakes.ca



Public Information Centre #2

May 9, 2024

Angeline Street North Corridor**COMMENTS:**

COLBORNE LODGE - WEST ACCESS
OFF OF ANGELINE IS THE ONLY
ACCESS FOR RESIDENTS. WOULD WANT
ASSURANCE THAT ENTRANCE WILL BE
MAINTAINED AND IS SAFE.

Thank you for your participation.

The purpose of the information being gathered on this form is to ensure that further information, when it becomes available, can be forwarded to those parties who have expressed an interest in this study and to gather information from the public for use in the study. The information collected on this form becomes part of the public record and a copy of this document may be attached to further reports that are submitted to Council.

PLEASE PRINT

Name:

Address:

Tel:

Please submit this comment sheet no later than **May 31, 2024** to:

Mr. Alex Wilkinson, P.Eng.
Ainley Graham & Associates Limited
1-50 Grant Timmins Drive
Kingston, ON K7M 8N2
Fax: 343.266.0028
Email: alexander.wilkinson@ainleygroup.com

Mr. Corby Purdy C.E.T.
City of Kawartha Lakes
12 Peel Street
Lindsay, ON K9V 5R8
Fax: 705.324.2982
Email: cpurdy@kawarthalakes.ca

Katrina Fingland

From: [REDACTED]
Sent: May 14, 2024 8:14 AM
To: Alexander Wilkinson; cpurdy@kawarthalakes.ca
Subject: Comments on New Angeline St Design
Attachments: CCF_000051.pdf

You don't often get email from jackie8922@gmail.com. [Learn why this is important](#)

Good morning,

I am the new owner of Dentistry on Kent on the corner of Kent and Angeline. Here is my comment sheet from the public information centre. Thank you!



Public Information Centre #2
May 9, 2024

Angeline Street North Corridor

COMMENTS: Is the median a concrete median or just painted? Just curious if we and our patients will be able to turn left onto Angeline from our entrance or turn left into our Angeline parking. Also, for patients exiting right onto Angeline, then wanting to turn left onto Kent, crossing 4 lanes of traffic is quite could be quite difficult.

Thank you for your participation.

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PLEASE PRINT

Name:

Address:

Tel:

Please submit this comment sheet no later than May 31, 2024 to:

Mr. Alex Wilkinson, P.Eng.
Ainley Graham & Associates Limited
1-50 Grant Timmins Drive
Kingston, ON K7M 8N2
Fax: 343.266.0028
Email: alexander.wilkinson@ainleygroup.com

Mr. Corby Purdy C.E.T.
City of Kawartha Lakes
12 Peel Street
Lindsay, ON K9V 5R8
Fax: 705.324.2982
Email: cpurdy@kawarthalakes.ca

Katrina Fingland

From: Lori-Jeanne Bolduc <Lori-Jeanne.Bolduc@wendake.ca>
Sent: May 10, 2024 2:25 PM
To: Alexander Wilkinson
Subject: RE: 18545-2 - City of Kawartha Lakes - Angeline Street North Reconstruction - Notice of Public Information Centre #2

Vous ne recevez pas souvent de courriers de la part de lori-jeanne.bolduc@wendake.ca. [Découvrez pourquoi cela est important](#)

Kwe,

Please note that the Huron-Wendat Nation is interested in participating in all archaeological fieldwork for this project, as well as receiving copies of the draft reports for review and comments.

Tiawenhk,

NATION HURONNE-WENDAT

Bureau du Nionwentsio

Lori-Jeanne Bolduc, M.ATDR
Conseillère en aménagement du territoire

255, place Chef Michel Laveau
Wendake (QC) G0A 4V0
T : 418 843-3767
@ : lori-jeanne.bolduc@wendake.ca

WENDAKE.CA



De : Alexander Wilkinson <alexander.wilkinson@ainleygroup.com>

Envoyé : 1 mai 2024 19:27

À : consultations <consultations@wendake.ca>

Objet : 18545-2 - City of Kawartha Lakes - Angeline Street North Reconstruction - Notice of Public Information Centre #2

il from alexander.wilkinson@ainleygroup.com. [Learn why this is important](#)

Good Afternoon,

The City of Kawartha Lakes has retained Ainley Group to undertake the design activities and Municipal Class Environmental Assessment for the proposed reconstruction of Angeline Street North within the Town of Lindsay.

Please find a notice attached that provides details associated with an upcoming Public Information Centre (PIC) for this project. Information pertaining to the project is provided in the attached, and the PIC presentation materials will be available on the City of Kawartha Lakes website (www.kawarthalakes.ca/majorprojects). The PIC is open-house format and being hosted on May 9, 2024 from 5:00 pm to 7:00 pm in the Victoria Room of City Hall, at 26 Francis Street, Lindsay, ON, K9V 5R8.

If you have any questions and/or comments regarding the project, please feel free to contact the project team members identified within the attached notice.

Regards,

Alex Wilkinson, P.Eng.
Project Engineer



Tel: (343) 266-0002 Ext. 217

Cell: (613) 453-8215

Email: alexander.wilkinson@ainleygroup.com

WWW.AINLEYGROUP.COM

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Katrina Fingland

From: Jenna Stephens <jstephens@kawarthaconservation.com>
Sent: May 24, 2024 9:59 AM
To: Alexander Wilkinson; Corby Purdy
Cc: Keith Taylor
Subject: City of Kawartha Lakes - Angeline Street North Reconstruction

You don't often get email from jstephens@kawarthaconservation.com. [Learn why this is important](#)

Good morning,

After reviewing the proposed reconstruction of Angeline St N in Lindsay, myself and Keith Taylor, Program Coordinator for the Trent Conservation Coalition Source Protection Region, have the following comments:

- The proposed work is partially within the Intake Protection Zone 2 for the Lindsay municipal drinking water system (as shown in the map below)
- During the construction phase, caution should be exercised to prevent any fuel spills
- Trap sediment/turbid materials to prevent them from entering the drainage waters within the IPZ-2



If you have any questions or concerns about these comments, please do not hesitate to reach out.

Take care,

Jenna Stephens
RMO/Source Protection Technician
KAWARTHA CONSERVATION
277 Kenrei Road
Lindsay, ON K9V 4R1

Tel: 705.328.2271 ext. 224

Fax: 705.328.2286

KawarthaConservation.com

The Kawartha Conservation Administration Centre is open Monday to Friday, 8:30 a.m. to 4:30 p.m. Visitors are encouraged to schedule an appointment in advance to ensure an appropriate member of our team is available to assist you. For more information, visit us online at www.kawarthaconservation.com or call 705-328-2271.



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Katrina Fingland

From: [REDACTED]
Sent: May 24, 2024 8:40 AM
To: Alexander Wilkinson; cpurdy@kawarthalakes.on.ca
Subject: Change of Management and Address
Attachments: 0339_001.pdf

You don't often get email from [REDACTED]. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

Hello Alexander and Corby,

This letter was sent to us by the previous property manager of this property. Please note that management has changed to [REDACTED]. Please send all correspondences to [REDACTED]
[REDACTED]
[REDACTED]

Thank you,

[REDACTED]

Property Manager

[REDACTED]
[REDACTED]
[REDACTED]

Awarded Five Times

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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contain information which is confidential and/or covered by legal, professional or other privilege under applicable law. If you have received this email in error, please notify us immediately by return email.

Katrina Fingland

From: [REDACTED]
Sent: May 28, 2024 9:30 AM
To: Alexander Wilkinson; cpurdy@kawarthalakes.on.ca; [REDACTED]
Subject: Re: 18545-2 - City of Kawartha Lakes - Angeline Street North Reconstruction - Notice of Public Information Centre #2

Hi Alex,

It was nice meeting you and the team for the road development in Lindsay.

I was just emailing to send the issues of concern regarding the proposed plan for the intersection at Kent and Angeline.

- The concerns we had were regarding vibrations from the traffic on the structural integrity of the parking garage and building. As the road would be closer to the building with heavy trucks and steady traffic flow, we wanted to make sure that the building would be structurally sound, during construction and in the future, with the continued use of the road. Would any vibration or integrity studies be conducted?
- We were also concerned with the side walk being directly on top of the underground slabs. Would there need to be reinforcements to the building or underground parking, and would the city cover these costs. Would the sidewalk being directly on top cause issues through use. What would happen if the slabs needed to be serviced. Water proofing or otherwise, and how would that construction be done without disturbing the sidewalk if it was in place. Would the sidewalk have an easement to allow use.
- With the redirection of traffic for the underground parking garage, what would happen with the heated ramp, the entry key system for the garage door, the garbage disposal for the roadside collection, the snow plow and where snow could be put through winter, and additional parking areas in the back of the building. It would also need to be wide enough to accommodate a large moving truck and fire trucks to get in and out of the back parking lot when the need arises. Would the retaining wall have pedestrian access for the tenants to the sidewalk on Angeline street.
- Would there be restrictions for truck size for the traffic at that corner. Is it possible to limit large trucks such as 18 wheelers from using that corridor and instead have them go from the West end of Kent Street, off highway 7B, to reduce vibration and help with load management in those areas.

These are my concerns right now. If I do think of other issues, I will send a follow up email. Please let me know if you have any questions.

Thank you,
[REDACTED]

-

Get [BlueMail for Android](#)

On May 2, 2024, at 1:42 p.m., Alexander Wilkinson <alexander.wilkinson@ainleygroup.com> wrote:

Good Afternoon,

Katrina Fingland

From: Tse, Kaitlyn (IO) <Kaitlyn.Tse@infrastructureontario.ca>
Sent: June 3, 2024 3:12 PM
To: Alexander Wilkinson; cpurdy@kawarthalakes.on.ca
Cc: Notice Review
Subject: Ainley Graham & Assoc. Ltd. - Notice of Second Public Info Centre - Environmental Assessment - Angeline St Kawartha

You don't often get email from kaitlyn.tse@infrastructureontario.ca. [Learn why this is important](#)

Good afternoon,

Thank you for sending us the Notice of Commencement for the Angeline Street North Reconstruction Municipal Class Environmental Assessment and Design in the City of Kawartha Lakes.

While our initial scan indicates that there are no properties owned by the Minister of Government and Consumer Services within your project's study area, it is the proponent's responsibility to verify if any provincial government property is within the study area. Title documents may identify owners of provincial government property as any of the following or variations:

- Her Majesty the Queen
- His Majesty the King
- Hydro One
- Hydro One Networks Inc.
- Management Board Secretariat (MBS)
- Minister of Economic Development, Employment and Infrastructure (MEDEI)
- Minister of Energy and Infrastructure (MEI)
- Minister of Government and Consumer Services (MGCS)
- Minister of Infrastructure (MOI)
- Minister of Natural Resources and Forestry (MNRF)
- Minister of Public Infrastructure Renewal (PIR)
- Minister of Public Works
- Minister of Transportation (MTO)
- Ontario Lands Corporation (OLC)
- Ontario Realty Corporation (ORC)

If provincial government property in the study area is not required for the project, please continue to consult us as a directly affected stakeholder. However, if government property is required for the project, the proponent should contact us for a more in-depth review of the land requirement, potential impacts to the government property, and the process for a possible transfer of ownership if deemed appropriate.

Additionally, please remember to send notices to our dedicated notice email address: noticereview@infrastructureontario.ca

Kind regards,

Kaitlyn



Kaitlyn Tse (she, her)
Infrastructure Ontario
Co-op, Environmental Management

kaitlyn.tse@infrastructureontario.ca

Phone: +1 365-297-4527

www.infrastructureontario.ca

Follow IO at:   

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Katrina Fingland

From: [REDACTED]
Sent: May 22, 2024 4:32 PM
To: Alexander Wilkinson; cpurdy@kawarthalakes.ca
Subject: Angeline St S Corridor - expansion concerns
Attachments: Graham - Angeline St Corridor 2.pdf; Graham - Angeline St Corridor 1.pdf

You don't often get email from [REDACTED] [Learn why this is important](#)

Good afternoon gentlemen,

I'm attaching two PDF's outlining some concerns we have about the proposed widening of Angeline St South. We live at [REDACTED] and stand to absorb considerable negative impact from the expansions. While we recognize your statutory authority to build and maintain roads within the municipality, we'd like to speak with someone about our concerns as home-owners and taxpayers.

Thanks,

--

[REDACTED]



Public Information Centre #2

May 9, 2024

Angeline Street North Corridor**COMMENTS:**

Hello,

Our family lives at [REDACTED] while we recognize your statutory authority to widen the road, we're concerned. We'd like to know how many beautiful old growth trees you plan on destroying? What are your plans to beautify the area after you cut down all our trees?

How will you remediate our driveway so there's absolutely no change to the functionality? We have classic cars that will currently clear the slope, but may not after you destroy it.

Thank you for your participation.

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PLEASE PRINT

Name:

Address:

Tel:

Please submit this comment sheet no later than May 31, 2024 to:

Mr. Alex Wilkinson, P.Eng.
Ainley Graham & Associates Limited
1-50 Grant Timmins Drive
Kingston, ON K7M 8N2
Fax: 343.266.0028
Email: alexander.wilkinson@ainleygroup.com

Mr. Corby Purdy C.E.T.
City of Kawartha Lakes
12 Peel Street
Lindsay, ON K9V 5R8
Fax: 705.324.2982
Email: cpurdy@kawarthalakes.ca

ADDITIONAL COMMENTS:

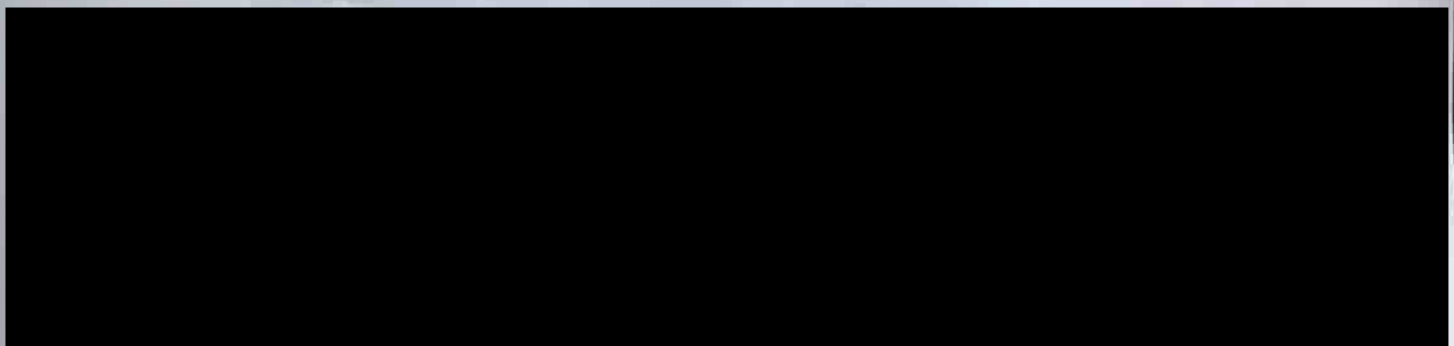
How will you relocate our gas line?

How will you mitigate the speed issues that will ensue after you add what drivers will inevitably consider "passing lanes"?

How will you ensure the safety of hundreds of children that will walk to school every day next to the new, faster, more-aggressive traffic?

In all fairness, with what the city intends to do to our easement/property I think a visit to our home to go over our concerns as home-owners and tax payers is the least you can do.

Please append to original comment sheet, and provide contact information below:





Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

August 13, 2024

GWD File: 22.3119.00

Ainley Group
1-50 Grant Timmins Drive
Kingston, Ontario
K7M 8N2

Attention: Alexander Wilkinson, Consultant Project Manager

City of Kawartha Lakes
12 Peel Street
Lindsay Ontario
K9V 5R8

Attention: Corby Purdy, Manager, Infrastructure Design and Construction

Subject: Letter of Concern: Municipal Class Environmental Assessment –
Angeline Street North
Block 16, Plan 57M-782, City of Kawartha Lakes (Lindsay)
Sunray Group/2607226 Ontario Inc.

Dear Alexander and Corby:

Gagnon Walker Domes Ltd. ("GWD") acts as planning consultant to 2607226 Ontario Inc. ("Sunray Group"), being the owner of the property legally known as Block 16, Plan 57M-782, City of Kawartha Lakes (Lindsay) – (the "subject site"). The subject site is generally located at the southeast quadrant of Angeline Street North and Colborne Street West and measures approximately 1.6 hectares, with 168.73 metres of frontage along Angeline Street North. The subject site is currently vacant, but is zoned to facilitate commercial development.

Sunray Group initially submitted a Site Plan Approval Application for the purposes of a commercial development on the subject site on December 1, 2022 (City File No: D19-2023-005). The commercial development proposes one (1) hotel and four (4) retail buildings. The Notice of Complete Application was issued by the municipality on May 23, 2023.

Accordingly, Sunray Group has a direct interest in the on-going Municipal Class Environmental Assessment ("MCEA") process for the proposed reconstruction of Angeline Street North. We understand that the MCEA process is being undertaken for the purposes of the reconstruction of Angeline Street North between Colborne Street West and Roosevelt Street, and includes intersection improvements at Angeline Street North/Kent Street, and Angeline Street North/Colborne Street, and the evaluation for

GAGNON WALKER DOMES LTD.

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potential widening of this segment of the road corridor for up to four (4) lanes to address future traffic demands. Although GWD is registered as an official interested party to be provided notice of any public updates pertaining to the MCEA process, a transmission error occurred during the issuance of the public notice for Public Information Centre #2 ("PIC #2") and was not initially received by GWD or Sunray Group. As a result the City and its consultant, Ainley Graham & Associates Limited, have permitted an extended commenting period for Sunray Group.

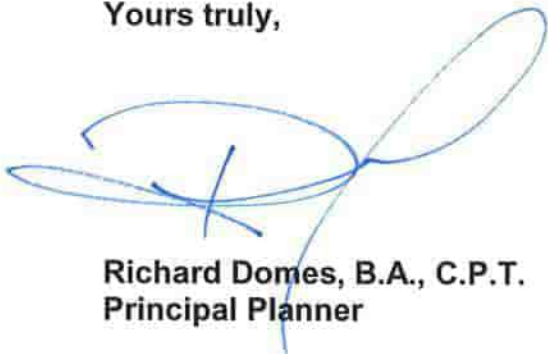
We have reviewed the materials pertaining to PIC #2 provided to us on July 22, 2024. Through our review of the MCEA information now made available on the municipal website, multiple alternatives have been considered to refine the proposed Colborne Street West/Angeline Street intersection as well as the Angeline Street North corridor and it appears none of the alternatives being considered contemplate any requirement for road widening along the subject site. Sunray Group is satisfied with this conclusion as it relates to the planned corridor width. However, Sunray Group is concerned that the MCEA fails to consider the proposed commercial development of the lands pursuant to its in process Site Plan Application, instead only recognizing the lands as vacant parcel and without any existing or proposed access to Angeline Street North.

MCEA Public Input

While Sunray Group acknowledges that a road widening will not be required, Sunray Group requests that the MCEA process consider the proposed commercial development, including access conditions to Angeline Street North, in all future phases of the study. A copy of Sunray Group's updated Site Plan is enclosed.

If you have any questions do not hesitate to contact the undersigned.

Yours truly,



Richard Domes, B.A., C.P.T.
Principal Planner



Patrick Soriano, B.U.R.Pl.
Planning Associate

C.C.: Sunray Group
M. Gagnon, Gagnon Walker Domes Ltd.

LINDSAY SITE STATISTICS				
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ZONING		GC-311 ZONE General Commercial Special Eleven Zone		
COVERAGE CALCULATIONS		SM	SF	ACRES
TOTAL SITE AREA		16,116.0	173,471	3.982
BUILDING AREA (BUILDING A+B+C+D+E)		2,813.5	30,284	17.5%
SETBACKS		MIN REQ'D (m)	PROVIDED (m)	
FRONT YARD (By-law #2000-75, Section 16.3.12 iii)		3.0	6.72	
REAR YARD (By-law #2000-75, Section 16.2.i)		15.0	17.82	
INTERIOR SIDE-LEFT SIDE (By-law #2000-75, Section 5.15)		9.0	22.48	
INTERIOR SIDE-RIGHT SIDE (By-law #2000-75, Section 5.15)		7.5	7.86	
LOT FRONTAGE (By-law #2000-75, Section 16.2.ii)		45.0	168.73	
WIDTH OF LANDSCAPE STRIP		3.0	3.0	
HEIGHT OF BUILDING (Measured between the grade to roof deck)		REQ'D (MAX)	PROVIDED	
BUILDING A- HOTEL		10.50	14.10	
BUILDING B- RETAIL		10.50	5.0	
BUILDING C- DRIVE THROUGH RESTAURANT		10.50	5.0	
BUILDING D- DRIVE THROUGH RESTAURANT		10.50	5.0	
BUILDING E- DRIVE THROUGH RESTAURANT		10.50	5.0	
CONSTRUCTION AREA		SM	SF	
BUILDING A- HOTEL				
GROUND FLOOR		1,214	13,067	
2nd FLOOR		1,196	12,874	
3rd FLOOR		1,196	12,874	
4th FLOOR		1,196	12,874	
5th FLOOR		1,196	12,874	
TOTAL AREA OF BUILDING A		5,998	64,562	
BUILDING B- RETAIL				
GROUND FLOOR-RETAIL		1,070	11,517	
BUILDING C- DRIVE THROUGH RESTAURANTS				
GROUND FLOOR		176.5	1,900	
BUILDING D- DRIVE THROUGH RESTAURANTS				
GROUND FLOOR		176.5	1,900	
BUILDING E- DRIVE THROUGH RESTAURANTS				
GROUND FLOOR		176.5	1,900	
TOTAL AREA-BUILDING A+B+C+D+E		7,597.5	81,778.7	
PARKING REQUIREMENTS (Section 5.12 k)ii		REQ'D	PROVIDED	
GROSS FLOOR AREA (GFA) MEASURED FROM EXTERIOR WALL TO EXTERIOR WALL, but not included: elevator shaft, corridors, mechanical and electrical rooms and storage areas				
BUILDING A- HOTEL+RESTAURANT				
HOTEL (111 rooms)-1.2 PARKING PER GUEST ROOM		133.2	133	
BUILDING B- RETAIL				
RETAIL-1- PARKING PER 25 SQ.M OF GROSS FLOOR AREA		42.8	43	
BUILDING C- DRIVE THROUGH RESTAURANT				
DRIVE THROUGH RESTAURANT-1- PARKING PER 11 SQ.M OF GFA		16.0	16	
BUILDING D- DRIVE THROUGH RESTAURANT				
DRIVE THROUGH RESTAURANT-1- PARKING PER 11 SQ.M OF GFA		16.0	16	
BUILDING E- DRIVE THROUGH RESTAURANT				
DRIVE THROUGH RESTAURANT-1- PARKING PER 11 SQ.M OF GFA		16.0	16	
TOTAL NO. OF SPACES		224	224	
ACCESSIBLE PARKING -3.4mX5.8m		REQ'D	PROVIDED	
3% OF THE TOTAL NUMBER OF PARKING SPACES		6.7	8	
PARKING SPACES, DRIVEWAYS AND AISLE REQUIREMENTS		REQ'D (MIN)	PROVIDED	
DRIVEWAYS		7.0	7.00	
PARKING SPACE WIDTH		2.75	2.75	
PARKING SPACE LENGTH		5.8	5.80	
LOADING REQUIREMENTS (SIZE: 4.0W x 15.0L X 4.5M VERT CLR)		REQ'D	PROVIDED	
BUILDING A- HOTEL: 1000-4999 SQ.M GFA REQUIRE 1 LOADING SPACE		1	1	
BUILDING B- RETAIL: 1000-4999 SQ.M GFA REQUIRE 1 LOADING SPACE		1	1	
BUILDING C,D,E- DRIVE THROUGH RESTAURANTS		0	0	
TOTAL		2	2	

THIS SITE PLAN IS BASED UPON AND MUST BE READ IN CONJUNCTION WITH THE DRAWING SHEET B BY COE FISHER CAMERON LAND SURVEYORS DATED 12/06/2018. MATAJ ARCHITECTS ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY, OR COMPLETENESS OF THE DATA SUPPLIED AND SUCH DATA IS NOT INCLUDED UNDER SEALS OF CERTIFICATION, IF ANY.

TOPIC SURVEY (EXERCISE INFO)

The site plan illustrates a residential lot with the following features and dimensions:

- Setbacks:**
 - 3.00 M REQUIRED LANDSCAPE BUFFER:** Indicated along the top and right boundaries.
 - 9.00 M REQUIRED SIDE YARD SETBACK:** Indicated along the left boundary.
- Storage Areas:**
 - SNOW STORAGE AREA 22 sqm:** Located in the top right corner.
 - SNOW STORAGE AREA 18 sqm:** Located in the center of the lot.
 - SNOW STORAGE AREA 18 sqm:** Located in the bottom left corner.
- Property Line:** A dashed line running horizontally across the middle of the lot.
- Landscaping:**
 - PROPOSED LANDSCAPE REFER TO LANDSCAPE DRAWINGS:** Indicated by arrows pointing to specific areas.
 - LS (Landscape Shrub):** Symbols for landscaping are placed along the left and top boundaries.
- Dimensions and Distances:**
 - 6.81m:** Distance from the top boundary to the start of the 3.00m landscape buffer.
 - 3.00m:** Width of the landscape buffer at the top and right.
 - 9.00m:** Width of the side yard setback.
 - 27.50 TYP:** Typical distance between landscaping symbols.
 - 5800 TYP:** Typical distance between landscaping symbols.
 - 89.95m:** Total width of the lot.
 - 274.90, 274.48, 274.28, 274.05, 274.45:** Distances from the left boundary to various landscaping symbols.
 - 274.50:** Distance from the left boundary to the property line.
 - 100.04:** Distance from the left boundary to the center snow storage area.
- Other Features:**
 - FENCE 0.1 E:** Located along the top boundary.
 - FENCE 0.4 S:** Located along the left boundary.
 - ASPHALT PARKING LOT:** Located to the left of the lot.
 - EDGE:** Located along the left boundary.
 - IB (Impervious Boundary):** Located at the top right corner.