

EXECUTIVE SUMMARY



Counter Street Improvements Environmental Assessment Study

Executive Summary Report Revision 1



December 1, 2004
2003-053



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1.0 PROJECT SUMMARY

Counter Street is a major east-west arterial road within the City of Kingston. It accommodates large volumes of traffic serving local and regional traffic demand. As such, it was identified in the recent City of Kingston's Transportation Master Plan (TMP) review as a need for expansion. Improving Counter Street will address current operational and safety needs; consider the needs of other modes of transportation (bicycle, pedestrians and commercial vehicles); and accommodate planned regional growth across the Cataraqui River screenline (a regional boundary assessed under the TMP) which is forecast to be deficient in the current Official Plan horizon by one lane per direction.

In response to this need, the City of Kingston initiated this Environmental Assessment to determine what, if any, modifications would be required to Counter Street to meet the future transportation needs of the community.

The purpose of this Schedule "C" EA is to confirm/validate the extent of current and future transportation needs in the Study Area by documenting Phases 1 and 2 (needs and alternative solutions) followed by Phases 3 and 4 (the analysis and evaluation of alternative designs and documentation).

The problem, which has been defined with community participation, is to provide an efficient and effective transportation plan to meet forecasted travel demand (movement of people and goods in the 20 year planning horizon). This plan will meet the requirements of all modes of transportation (pedestrian, bicyclists, transit, goods movement

and vehicular traffic) and will have a goal of providing the safest facility considering the value of all competing interests.

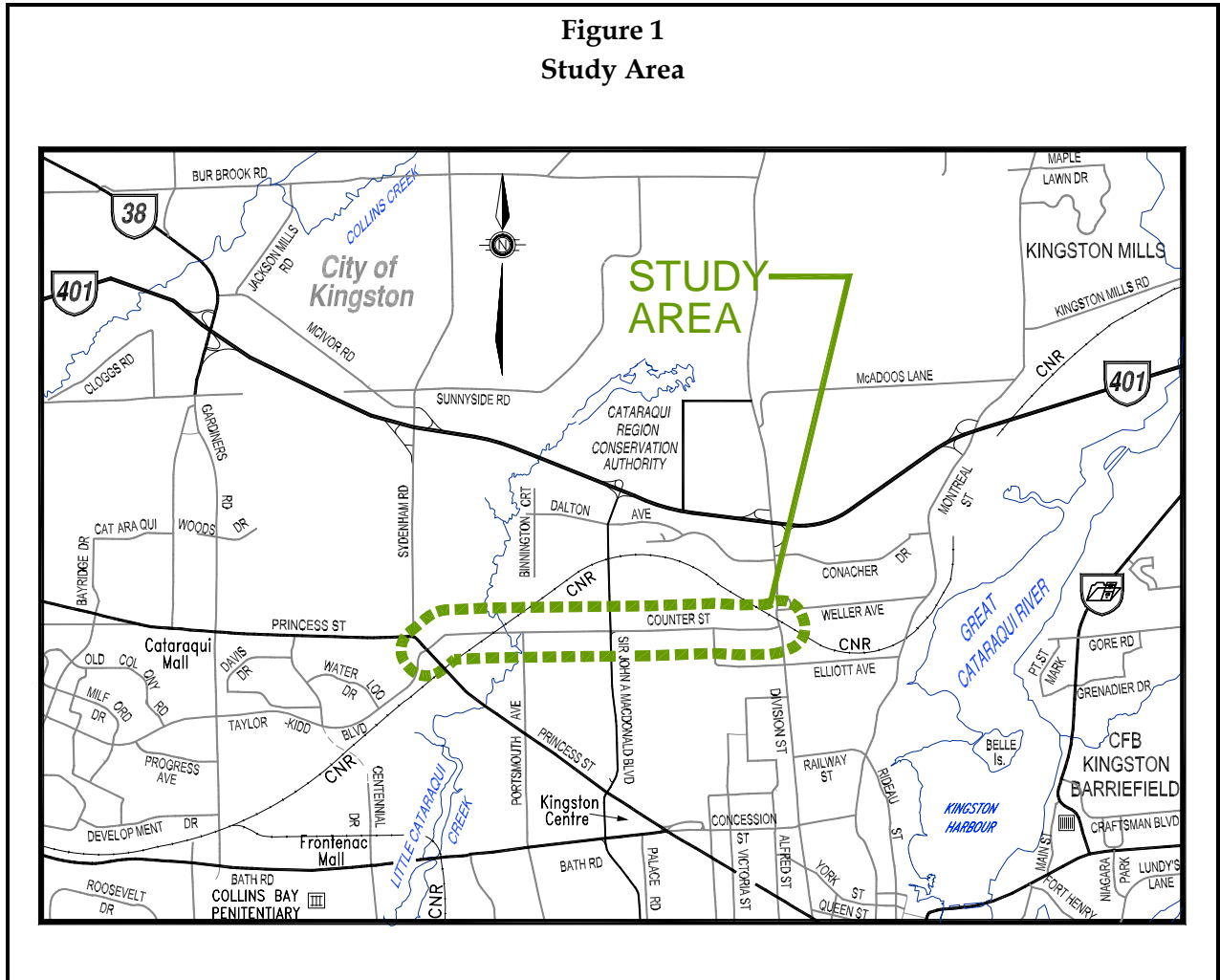
This Environmental Assessment (EA) defines an improvement plan in the corridor and will receive environmental clearance for the facility that matches the land use plan. The roadway design has been selected using a proactive community involvement program and a traceable evaluation technique to provide a defensible case for the Recommended Plan.

The purpose of this Environmental Study Report (ESR) is to present to the public and to review agencies a description of the proposed EA study process and Recommended Plan that was developed through community participation. The EA has followed the *'Municipal Class Environmental Assessment, June 2000'*.

1.1 Study Area

The **Study Area**, illustrated in **Figure 1**, is approximately 3.6 km in length following the existing Counter Street road allowance. The study limits are Division Street to the east and Princess Street to the west. The **Study Area** is entirely located within the City of Kingston.

Figure 1
Study Area



1.2 Background

Historically, Counter Street was originally a rural arterial under the jurisdiction of the County of Frontenac. Following the construction of Highway 401 in the early 1960's, increased development began to occur and accelerated following the construction of Sir John A. MacDonald Boulevard and its interchange in the 1980's. Since that time it has functioned as an arterial roadway providing limited access to adjacent properties as well as a route for commercial traffic (local and inter regional movement of goods and services). The roadway has become a critical arterial providing an east-west transportation corridor between Highway 401 and Downtown Kingston, and will make up part of the corridor for a future third crossing of the Cataraqui River.

Counter Street is designated as an arterial road in the City of Kingston's Official Plan. It serves both residential and commercial traffic in the northern part of the urban area of the City of Kingston.

In the 2001, the City of Kingston initiated a Transportation Master Plan. Its purpose was to define the future transportation needs for City of Kingston, and provide a vision for the future direction of the roadway. The Transportation Master Plan identified the transportation needs of the City of Kingston associated with forecast growth of the City. The Transportation Master Plan identified the widening of Counter Street as part of the Recommended Transportation Network Improvements.

As part of the planning process, the "Counter Street Study Design" was completed as an initial step to establish a baseline of future transportation requirements

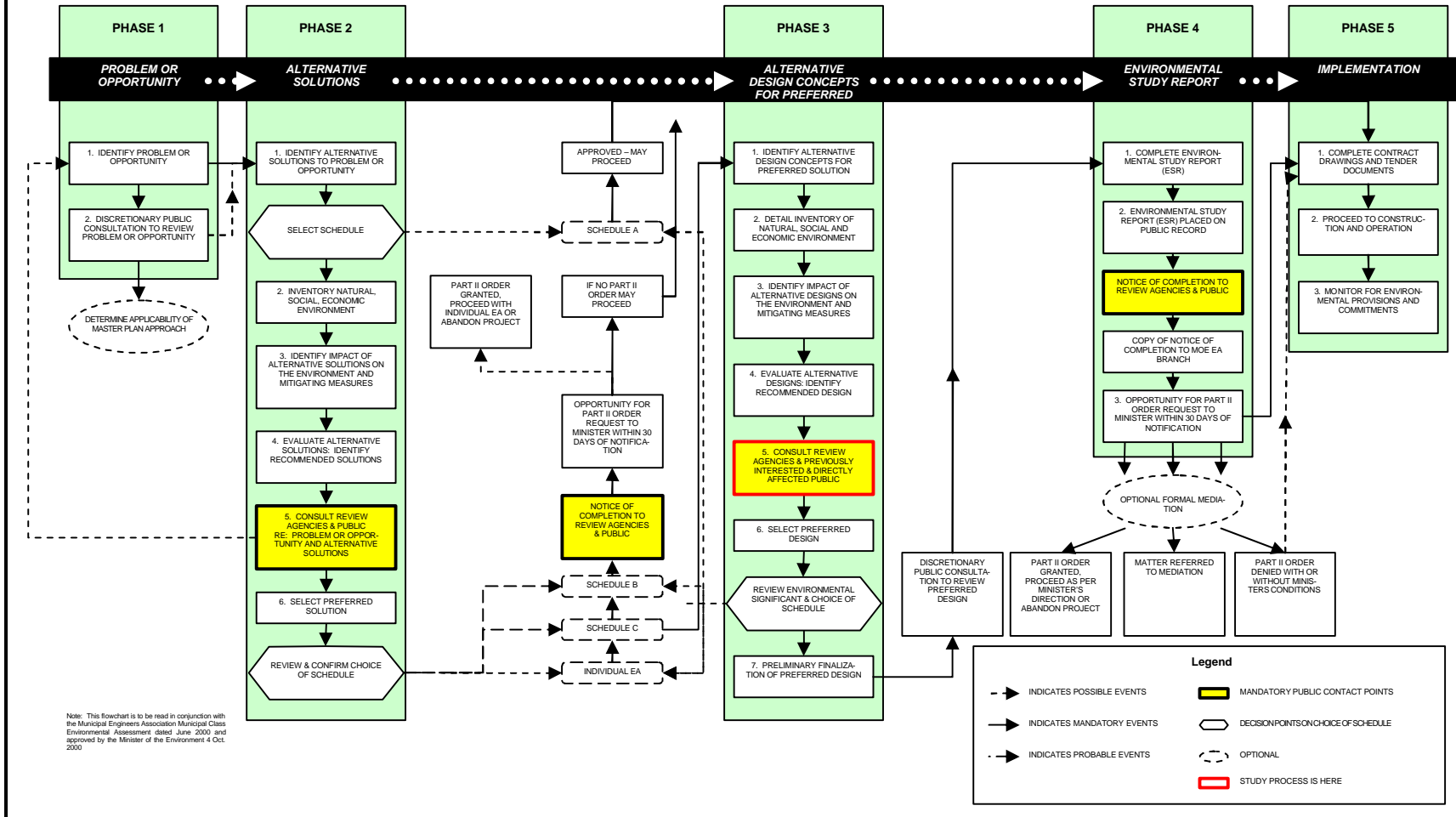
for the corridor. It reviewed and validated the assumptions and conclusions of the Transportation Master Plan. It documented the need for improvements, issues along the corridor and presented a blue print of how the EA would be completed following the Municipal Class EA. By doing so it allowed early community participation.

1.3 Environmental Planning and Design Process

This project is subject to the planning and design process of the Municipal Class Environmental Assessment (Class EA) for road projects. (refer to **Figure 2, Municipal Class EA Planning and Design Process**). Because of the size and scope of the project, it is following the process for a Schedule "C" project. Following this process requires preparation of an Environmental Study Report (ESR).

The Class EA is a planning and design procedure developed to ensure that all potential natural, social/cultural and economic environments as well as property and land use effects are considered in undertaking certain projects. The Municipal Engineers Association of Ontario received approval of the most current Class EA document by the Minister of the Environment in June, 2000.

Figure 2
Municipal Class EA Planning and Design Process



The Class EA for municipal road projects provides a methodology for planning projects covered under the EA Act, including obtaining and documenting the necessary public input. It also outlines the methodology for preparing ESR's. The different phases of the process include:

1. Define project need and justification;
2. Identify and evaluate alternative solutions and select the preferred solution;
3. Identify and evaluate alternative design concepts and select the preferred alternative;
4. Document the planning process in the form of an ESR (for Schedule C projects);
5. Prepare detailed design including drawings and tender documents; and
6. Construction and Monitoring.

With the filing of the EA report, Phases 1 to 4 of the EA process have been completed.

In the Counter Street corridor, all environmental conditions have been inventoried to provide a baseline when considering all net effects of the project. Alternatives have been developed, reviewed and refined based on public comments. From this process a Recommended Plan has been selected. This evolving design and final Recommended Plan has been based on meaningful dialogue with all effected stakeholders. This process included two public Open Houses.

The Council of the City of Kingston will be asked to endorse the technical recommendations for this project before the ESR is filed with the Clerk of the City of Kingston for public review.

If public concerns regarding this project cannot be resolved, any person may request a

Part II Order. Should the Minister of Environment deem that this is necessary, an individual Environmental Assessment must be completed. Should there not be any concerns expressed to the Minister of Environment within thirty (30) days of filing the ESR and notification thereof, the project will proceed in accordance with the recommendations of the ESR.

The planning and design process undertaken for the Counter Street project addresses the requirements of the Federal and Municipal Class EA.

1.4 Study Purpose

The purpose of this study has been to develop a Recommended Plan for Counter Street between Division Street and Princess Street, considering all road users, community needs and all net environmental effects of the project.

The study was structured to address and satisfy the following factors:

- Assess the need for improvements to Counter Street from Division Street to Princess Street;
- Complete all environmental inventories;
- Develop and evaluate alternative cross section and intersection configurations;
- Identify the preferred roadway design;
- Identify public and agency needs and concerns;
- Document the effects and mitigation requirements for construction; and
- Develop a Recommended Plan for construction.

1.5 Study Issues

During the course of the study, many issues were identified. Specific items identified during the study include:

- There is a need to improve capacity to address both current and anticipated growth in travel;
- There is a need to improve the safety and operation of an at-grade railway crossing;
- Based on the volume of commercial traffic the design should incorporate roadway design features that adequately accommodate commercial vehicles;
- As per the Kingston Transportation Master Plan, the cross section should include appropriate design elements to accommodate all users (sidewalks, bicycle facilities, parking lanes, etc.);
- Roadway design features should maximize the safe operation of the roadway for motorists and pedestrians;
- Recognize the current arterial function of Counter Street to minimize the potential for shortcutting through local roads;
- Ensure the new roadway design meets all existing provincial and local standards;
- Minimize community impacts (visual intrusion to Arrowhead Place residents) with the realignment of Portsmouth Avenue

There were numerous concerns related to external agencies, community associations, interest groups and individuals. These concerns were addressed in discussions with these individuals, agencies and interest groups during the two Open Houses and/or through supplementary meetings.

1.6 Alternatives

The analysis and evaluation of alternatives was undertaken as a two-step process. Initially, alternative planning solutions were assessed as required by the Class EA.

After weighing the advantages and disadvantages of each alternative, it was decided that the "Counter Street" option would be carried forward as the only reasonable alternative to satisfy the needs of the existing and future community. Its environmental impacts were considered to be small in comparison to other alternatives and capable of being mitigated.

The second step in the evaluation process was to generate a long list of horizontal alignment and cross section alternatives. In order to better evaluate the different needs of different sections of the corridor, the study area was divided into six (6) sections. These sections were:

Section 1: Beginning at the western terminus of Counter Street at the Counter Street/Taylor Kidd intersection and ending where four lanes change to two, immediately west of the Via Rail station entrance;

Section 2: Beginning where four lanes change to two, immediately west of the Via Rail station entrance, crossing the CN Railway and ending approximately 200 m east of the existing Portsmouth Avenue/Counter Street intersection;

Section 3: Beginning approximately 200 m east of the existing Portsmouth Avenue/Counter Street intersection and ending at Sir John A. Macdonald Boulevard;

Section 4: Beginning at Sir John A. Macdonald Boulevard and ending at Lappan's Lane;

Section 5: Beginning at Lappan's Lane and ending at Division Street; and

Portsmouth Avenue: The portion of Portsmouth Avenue between its intersection with Counter Street to the north and its intersection with Old Quarry Road to the south.

The long list of alignment and cross-section alternatives was subjected to a coarse screening analysis. Those alternatives that either failed to meet the stated need of the project, or had significant impacts to the natural, social/cultural or transportation environments were not carried forward for further analysis. The coarse screening analysis yielded the following significant directions for the project:

Only alternatives that separated the grades of the roadway and railway were carried forward in Section 2. The safety risks and traffic impacts of maintaining an at-grade crossing were too significant to merit further consideration;

A minimum 4-lane cross section was carried forward in all sections of the study area (with the exception of Portsmouth Avenue). A 2-lane cross-section was found to be insufficient in all areas of the corridor to meet existing and future travel demands.

The next step in the evaluation process was to assess the alignment and cross section alternatives carried forward from the Coarse Screening Analysis.

The alternatives were evaluated quantitatively using the following broad factors:

- Traffic & Transportation

- Natural Environment
- Socio-Economic Environment
- Cultural Environment
- Land Use & Property
- Cost

Under each of these factors, additional sub-factors were selected to describe and measure the impact of the alternatives. Following consultation with the Technical Advisory Committee (TAC), weights were assigned to each of the above criteria.

A total of 16 alternatives over the 6 study sections were considered. Using the weights determined by the TAC, alternatives from each section were ranked based on their performance for each of the evaluation criteria. This plan was presented to the public as the Technically Preferred Alternative (TPA) at the second Open House. The TPA had the following beneficial elements:

- A grade separated northerly crossing of the railway, avoiding significant wetland and social impacts;
- Provides adequate capacity throughout the corridor;
- Provision of sidewalks on both sides of the roadway throughout the corridor;
- A 5-lane continuous 2-way left turn lane in sections with a large number adjacent businesses, and a 4-lane divided cross section in areas with limited adjacent businesses; and
- Bicycle lanes to accommodate bicycles.

Through this review process, several improvements were made and a Recommended Plan was developed.

1.7 Public Participation

One of the key objectives of any Environmental Assessment project is to provide the public, interested parties and affected agencies with the opportunity for meaningful input. In order to ensure this objective is met, a public and agency notification program was undertaken for the Counter Street Improvements EA. The program included several communication mechanisms as described in succeeding sections.

1.7.1 Individual Property Owner Contacts

All adjacent property owners in the study area were included on a study mailing list and mailed individual letters inviting them to attend the two (2) Public Open Houses that were held during the course of the project. Individual letters were sent prior to the Public Open Houses to invite residents to the upcoming meetings.

1.7.2 Portsmouth Avenue Realignment

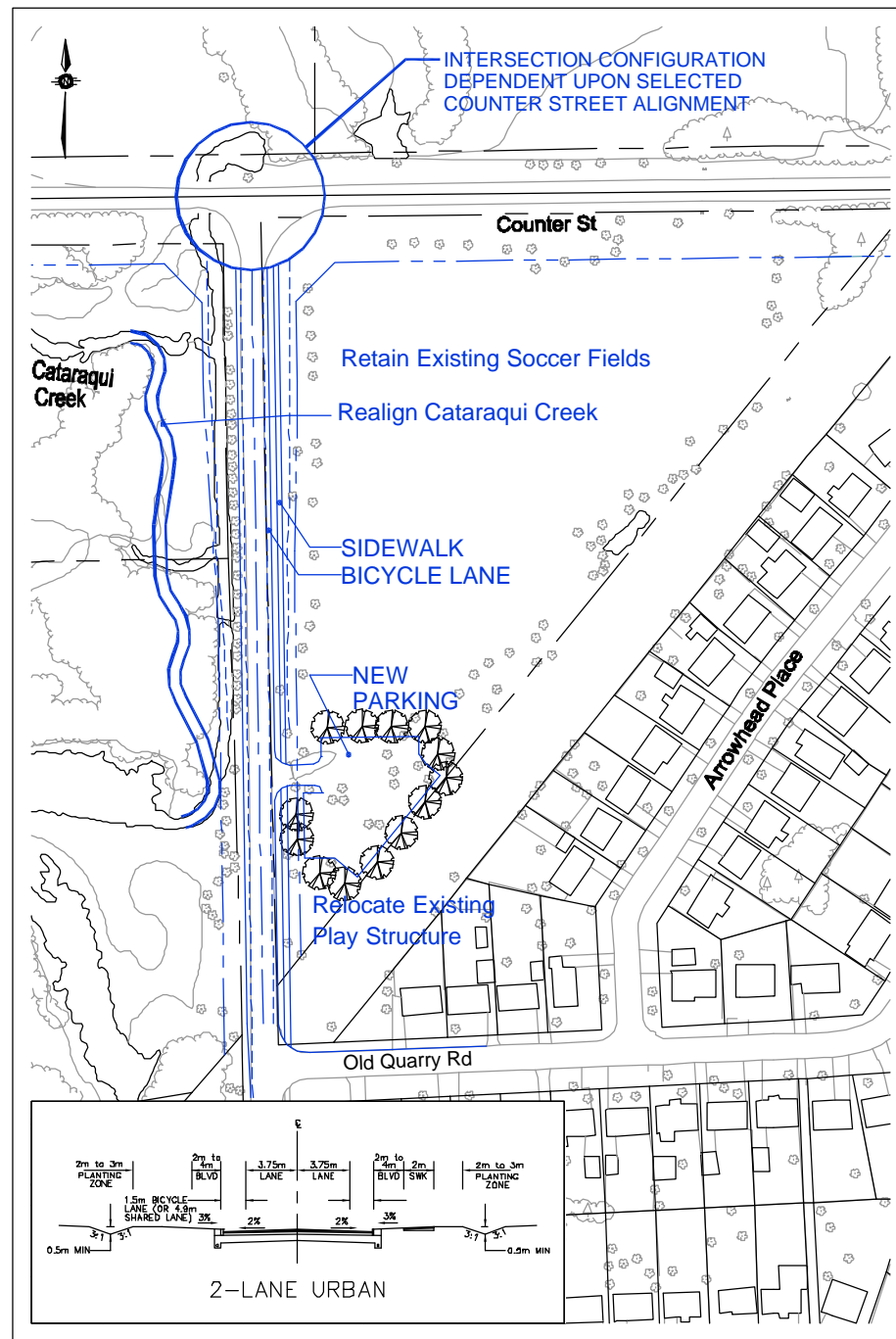
A significant issue was the potential effect to Arrowhead Place residents of the recommended alternative which proposes to realign Portsmouth Avenue to improve the safety of the new signalized intersection with Counter Street. The study assessed two alternative alignments as shown in **Figure 3**.

One alternative proposed to maintain the existing alignment and rise to the future elevated Counter Street grade (which will be elevated to cross over the CN railway). A significant disadvantage of this option was

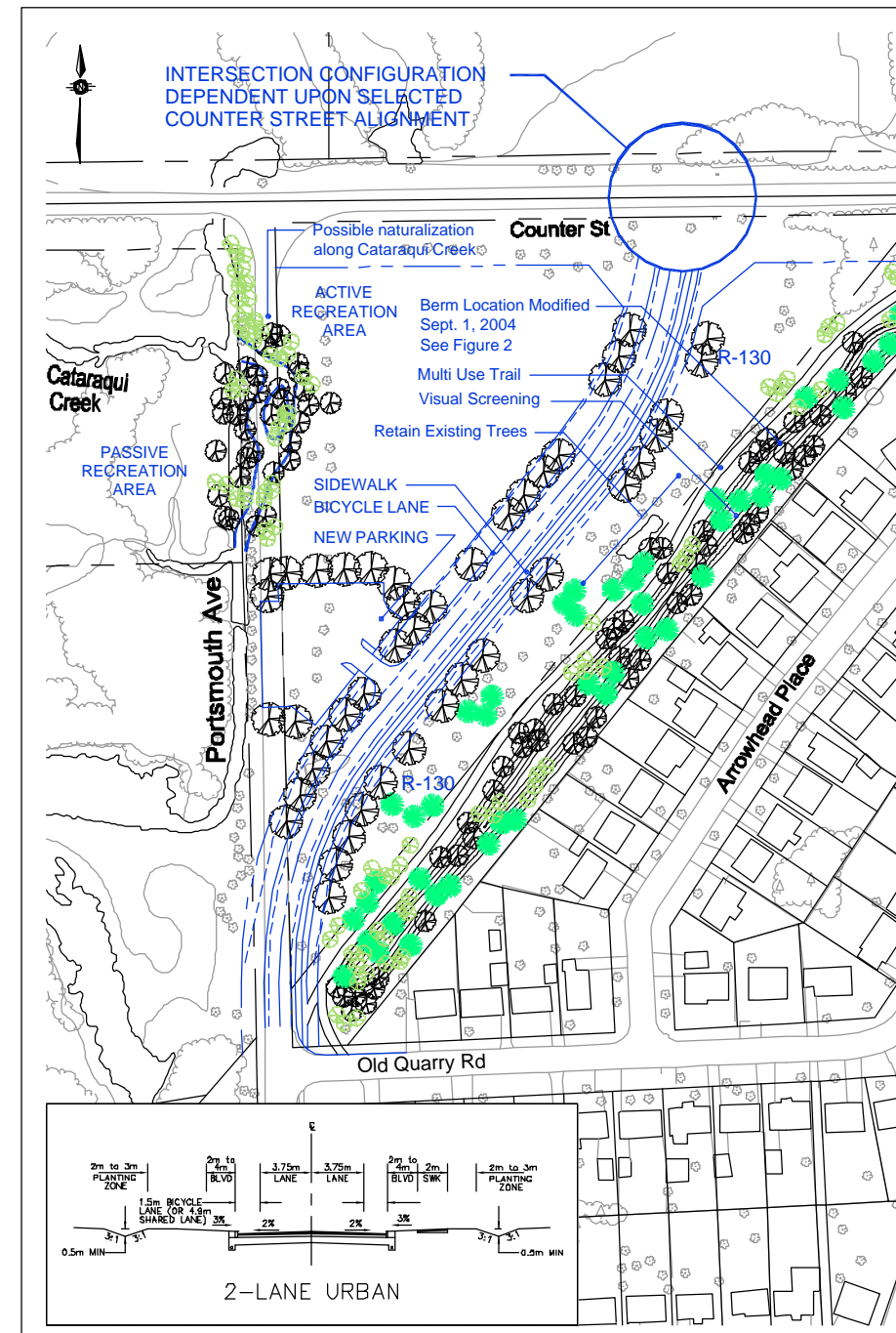
poor safety as it would result in a new signalized intersection on a steep incline. Locating an intersection on a hill will experience a high number of accidents because of the high volume of traffic on Counter Street and Portsmouth Avenue. Collisions will include rear end and side swipe incidents as vehicles stop on the incline in inclement weather. An example of this type of situation is Weller Avenue which exhibits a high volume of collisions. A second disadvantage of this option was heavy vehicles have difficulty with accelerating and decelerating on steeper inclines and this comment was provided by local trucking companies.

The second alternative proposed to realign Portsmouth Avenue to provide the signalized intersection at the bottom of the incline (examples in the City are Princess Street and Sir John A. Macdonald CN grade separations). This option required a greater re-configuration of the William Hackett Park and closer proximity to residential properties on Arrowhead Place. The second option was selected as the Technically Preferred Alternative.

On September 1, 2004 a special meeting was held with residents of Arrowhead Place who back onto William Hackett Park. A commitment was made to provide a quality landscaped berm, maintain the existing mature trees as a visual screen, provide drainage for rear lots and situate a play structure east of Portsmouth Avenue. During this meeting a compromise solution was suggested by the community which relocated the vegetated berm west of the stand of mature trees.



ALTERNATIVE 1



ALTERNATIVE 2

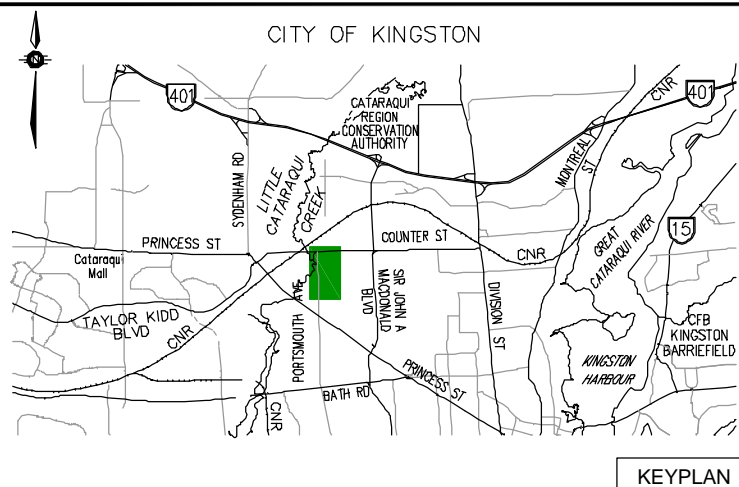


FIGURE 3

PORTSMOUTH AVENUE ALTERNATIVES

COUNTER STREET IMPROVEMENTS ENVIRONMENTAL ASSESSMENT STUDY

SCALE: N.T.S.



On October 16th, 2004, in order to gauge local residents' acceptance of this compromise solution, consultant and city staff conducted a door to door survey of the affected homeowners backing on the proposed realigned Portsmouth Avenue. The residents were presented with the following written commitments with a specific request for them to provide a written agreement or disagreement with the proposal:

I [Resident Name] located at [Resident Address] have reviewed the revised Recommended Plan for the Counter Street Environmental Assessment which has been revised based on the Community Meeting held on September 1, 2004. The proposal to be taken to City Council would be to provide the following commitment for residents on Arrowhead Place (and 379, 375 and 371 Old Quarry Road):

- *The visual berm will be located to the west side of the existing stand of mature trees;*
- *Shifting of Portsmouth Avenue westerly 10-15 metres as shown on attached figure (see **Figure 4A**);*
- *Planting of the berm will be as part of the initial construction within six months of the road opening;*
- *Provision of a play structure on the east side of the realigned Portsmouth Avenue;*
- *The residents will be allowed an opportunity for input into the type and location of vegetation; and*
- *No compensation shall be paid.*

Based on the above conditions, residents indicated whether they agreed or disagreed.

Of the fifteen (15) homes surveyed, nine (9) agreed with the above conditions, two (2) disagreed, one (1) adopted a middle position

(neither agreeing nor disagreeing) and three (3) have been contacted but have not indicated a response.

As such, 75% of responding residents were in support of the Recommended Plan provided the conditions stipulated above were met.

As well as indicating their preference, residents also offered other useful feedback, including highlighting the possibility to improve specific existing drainage issues that will be addressed during detailed design.

1.7.3 Counter Street Homes

Three homes front on Counter Street immediately east of the proposed intersection of Portsmouth Avenue and Counter Street.

The residents of the homes located at 606, 610 and 614 Counter Street has expressed concerns with the expansion of Counter Street. In order to mitigate the effects of widening the roadway, the following were incorporated into the design of the expanded roadway:

- As much as possible, the roadway will widened to the north, away from the homes; and
- A protected median turn lane to ensure safe access into and out of residents' driveways.

The Counter Street residents were contacted during the door to door survey outlined in **Section 1.7.2** on October 16th 2004.

During the door to door survey residents of 606, 610 and 614 Counter Street were pre-

sented with a letter offering include a commitment in the Environmental Study Report (ESR) to construct landscaping within the grassed boulevard as part of the Recommended Plan. The letter requested that they sign as to whether or not they agreed or disagreed with the Recommended Plan including the proposed landscaping.

When contacted on October 16th, the property owners on Counter Street did not feel that they were in a position to give a response at that time.

As such, a meeting was arranged to determine if there was anything more that could be done to address the concerns of this group. This meeting took place on November 2nd, 2004 at 610 Counter Street and was attended by both consultant and City staff. The outcome was the following:

- Residents concluded that they did not agree with the recommended plan as presented and agreed to indicate so;
- Residents expressed concerns (amongst other things) with depreciating property values the safety and ease of accessing/egressing their driveways;
- Residents suggested a frontage road connection to Indian Road may alleviate some of their concerns with regards to access and safety; and
- Consultant and City staff agreed to investigate the feasibility of providing a frontage road and to meet one additional time to present their findings.

Following the meeting, Consultant staff investigated the feasibility of providing such a frontage road connection. It was found that such a connection would require the pur-

chase of 300 Indian Road to provide sufficient spacing between Counter Street and the new frontage road. Further, issues related to emergency vehicle access concerns were not investigated in detail, but would constitute an additional impediment to the implementation of this option. For these reasons, it was deemed that a frontage road connection was not a feasible option to address the residents' concerns.

While consultant and City staff still find that the Recommended Plan provides improved safety for access/egress, an alternative way of providing improved safety was also investigated. This was an auxiliary turn lane. This would involve a right turn lane for vehicles intending to turn right onto Indian Road from Counter Street being extended beyond the western-most home (614 Counter Street). While also providing an improvement in operations on Counter Street, this turn lane would provide the added advantage of providing a buffer between eastbound through traffic and the Counter Street homes. It would also ease egressing driveways when making a right turn.

However, there are also disadvantages. These would involve an additional loss of front yard green space, a marginal additional cost to the City, and the need to relocate or possibly remove vehicle turn-arounds in the City's right-of-way.

Provided the residents of 606, 610 and 614 Counter Street would prefer the addition of an Auxiliary Right Turn Lane into the Recommended Plan, it is the Consultant's opinion that none of the disadvantages identified would preclude an Auxiliary

Turn Lane being included in the Recommended Plan for Counter Street.

Consultant and City staff met with residents on Tuesday November 16th, 2004 at Kingston City Hall and presented the results of their analysis. The outcomes of this meeting were:

- The residents continue to oppose the Recommended Plan for Counter Street;
- Acknowledging that the residents were opposed to the recommended plan either with or without an auxiliary turn lane, residents were asked that if given the choice between the existing Recommended Plan, or the existing Recommended Plan plus an Auxiliary Turn Lane, which would they prefer. The residents preferred the option including the Turn Lane, provided that the Bicycle Lane was shared with the turn lane;
- The residents expressed their desire to maintain their vehicle turn arounds;
- Residents expressed concerns that the new road would alter the grade of their driveways making it difficult to access/egress;

City and consultant staff agreed to include the following commitment in the Environmental Study Report (ESR):

1. To provide landscaping in the boulevard area;
2. To include a shared bicycle/auxiliary turn lane as per their request;
3. Driveway grades following construction of the roadway would be maintained between 2% and 6% slope, pro-

vided that residents allow City contractors on private property to complete the work; and

4. Turn arounds will be allowed to remain in their current location, more or less, and be repaved at the City's expense, provided that residents allow City contractors on private property to complete the work; and
 5. Provision of a protected median turn lane to ensure safe access into and out of residents' driveways.
- The consultant advised the residents that they will not recommend that any compensation be paid.

Consultant recommendations and commitments resulting from meetings with these three property owners are included in Table 1 Environmental Effects and Mitigation.

1.7.4 Newspaper Notice

Notices of the Public Open Houses were placed in the Kingston Whig-Standard and the Kingston Today two weeks prior to the scheduled date of the Open Houses.

1.7.5 Agency Contacts

In addition, letters were sent to the following external agencies and interest groups to solicit their interest or non-interest in the study:

- Ministry of Environment (Eastern Region)

- Ontario Ministry of Culture, Heritage Operations Unit
- Ministry of Natural Resources
- Department of Fisheries and Oceans
- Canadian Coast Guard
- Environment Canada
- Cataraqui Region Conservation Authority
- Ministry of Tourism and Recreation
- Ministry of Health
- Ministry of Economic Development Trade and Tourism
- Bell Canada
- Union Gas
- Kingston Health Unit
- Kingston Fire and Rescue
- Kingston Transit
- Utilities Kingston
- Ontario Trucking Association
- CN Rail Engineering
- VIA Rail
- Voyageur Bus Lines
- Kingston Field Naturalists
- Kingston Environmental Advisory Forum
- Kingston Bicycle Advisory Committee
- Kingston Home Builders Association
- Kingston Chamber of Commerce
- Kingston Police

Notification of all the Public Open Houses were communicated to all affected residents, local municipalities, external agencies and interested groups.

1.7.6 Public Open Houses

Two (2) Public Open Houses were held during the study as part of the Environmental Assessment Study. The **First Public Open House** was held on February 2nd, 2004. The purpose of the first Open House included the following:

- Introduction of the project and the project team members;
- Discuss the results of a previous public meeting;
- Introduction of the Municipal Class EA;
- Presentation of the proposed study process;
- Presentation of the Needs Analysis; and
- Questions and concerns from the public.

A summary of the most significant public comments submitted at this first public meeting are itemized as follows:

- Concerns regarding access for large trucks to adjacent businesses;
- Maintaining accessibility to road users to adjacent businesses;
- Issues regarding the alignment of the intersection of Portsmouth Avenue and Counter Street;
- Railway/vehicle exposure concerns; and
- Concerns regarding the need for the project.

The **Second Open House** took place on June 29th, 2004. The purpose of the second Public Open House included the following:

- To present the design alternatives;

- To present the evaluation criteria, methodology and results of the technical evaluation;
- To present the TPA; and
- Respond to questions and concerns from the public

The main public concern submitted from the second Public Open House was:

- Providing access to the William Hackett Park from one residential property on Arrowhead Place and ensuring the proposed berm had a design for stormwater drainage

2.0 RECOMMENDED PLAN

The Recommended Plan will provide a new 4 lane arterial roadway with generally a 45 m right-of-way from Princess Street to Division Street. Key features of the Plan, as shown in **Figure 4A, 4B and 4C**, include:

- Sidewalks
- Dedicated bicycle lanes
- Landscaped boulevards
- 5 m median with transitions to a continuous 2-way left turn lane in areas of commercial development
- Grade separation of the CN Railway
- Combining of entrances such as VIA Rail and the future Cataraqui Woods Subdivisions
- Signalized intersection for Portsmouth Avenue

Property acquisition will be required in areas for the Recommended Plan and land owners have been included in the consultation process.

The preliminary planning level cost estimate of the project is \$22 million excluding property costs. The CN Railway grade separation is estimated at approximately \$10 million.

3.0 SUMMARY OF ENVIRONMENTAL EFFECTS & MITIGATION

Table 1 summarizes both the Environmental Effects and Mitigation Measures for Counter Street.

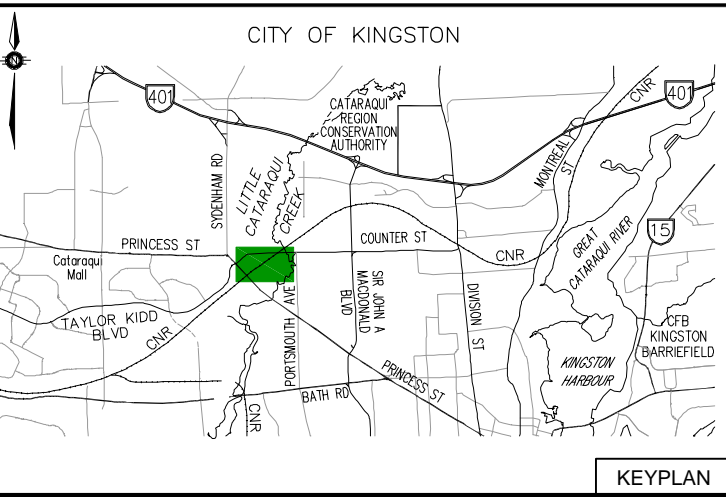
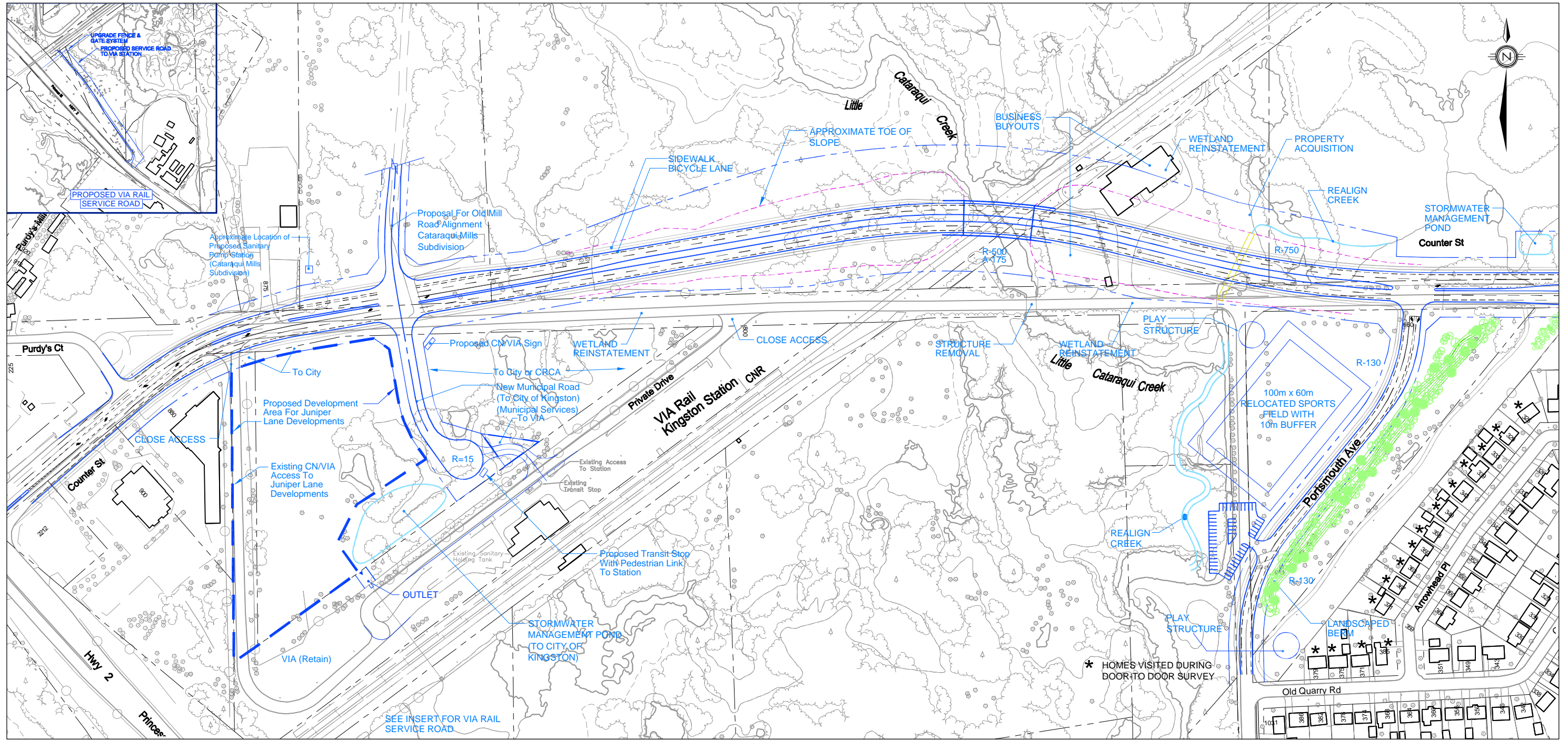
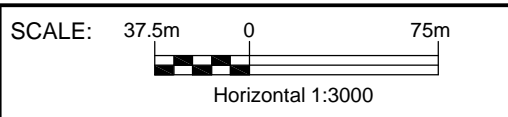


FIGURE 4A

RECOMMENDED PLAN

COUNTER STREET IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT STUDY



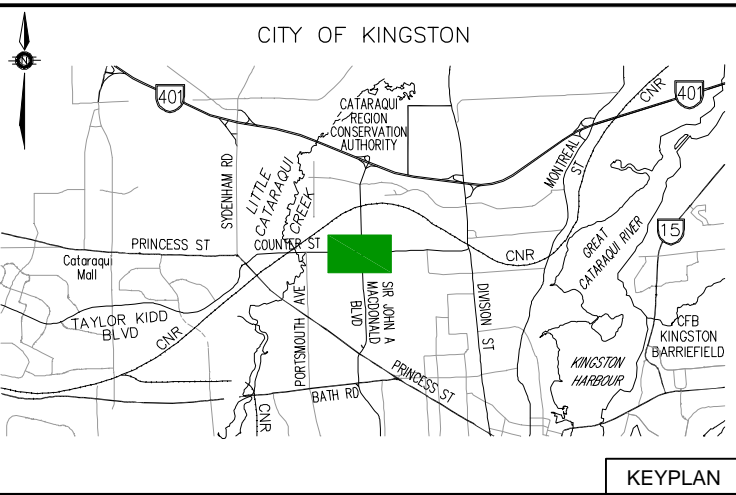
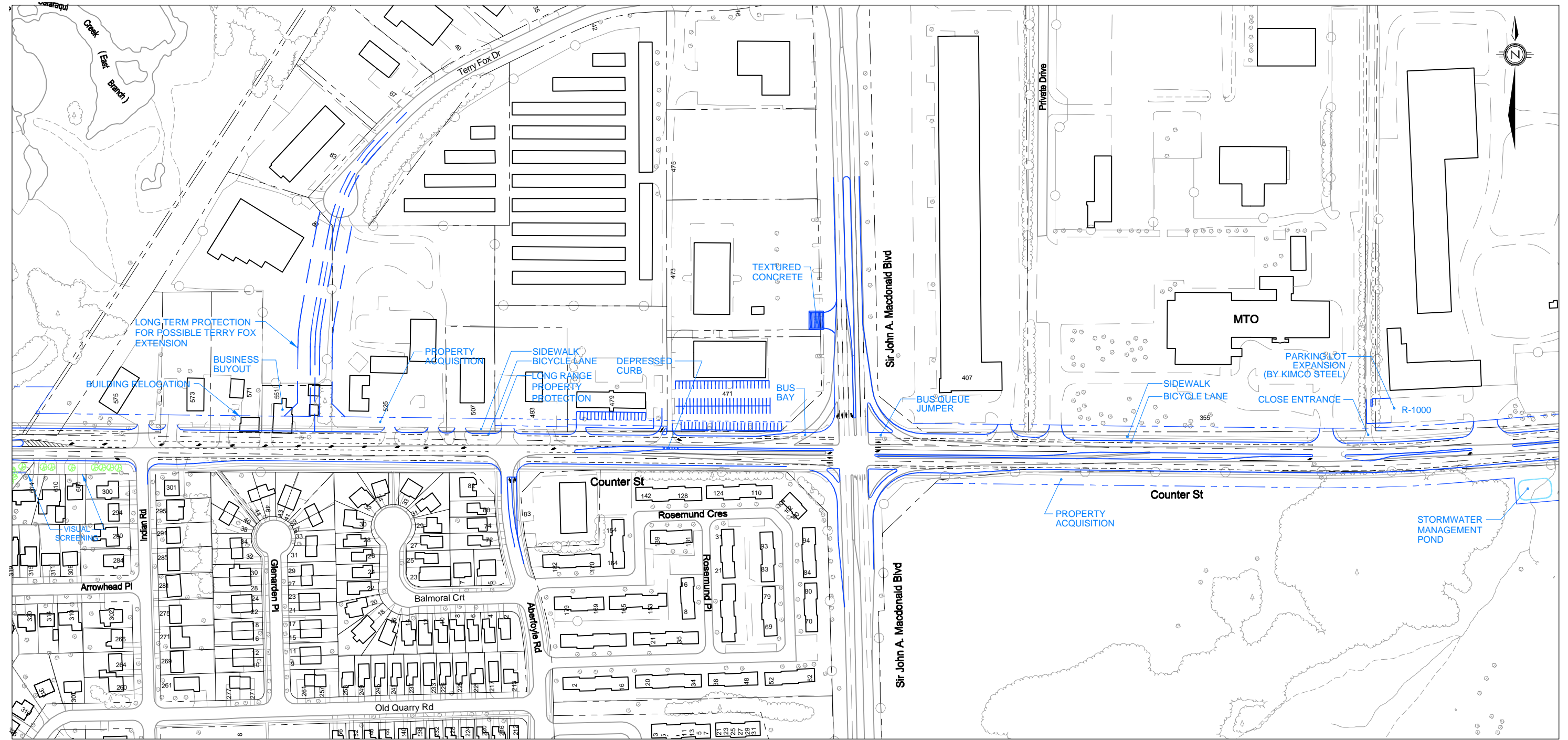
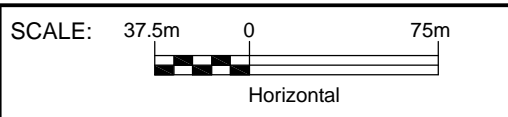
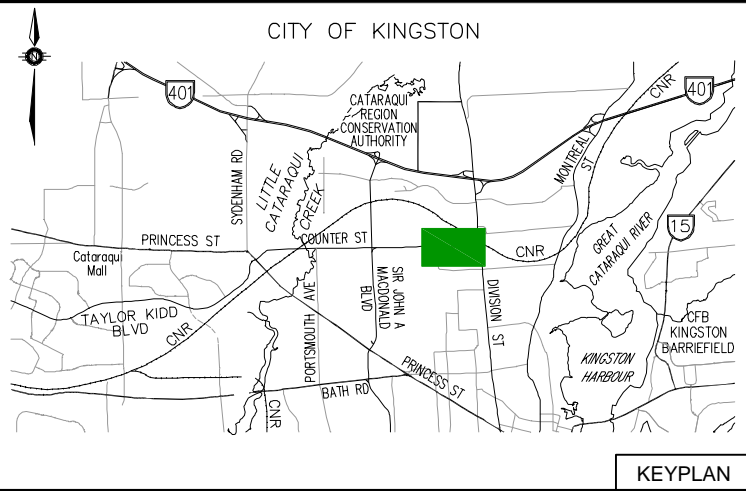
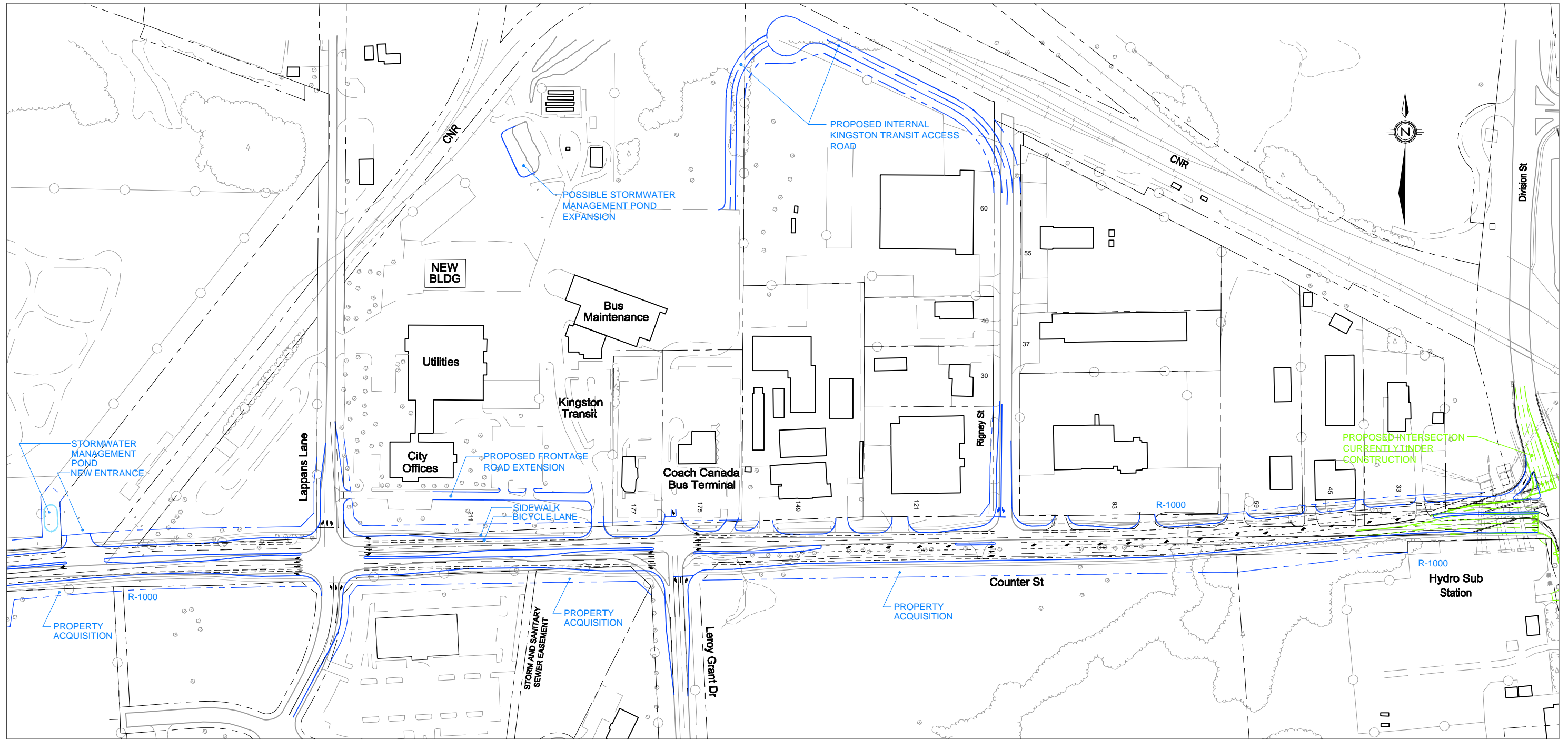


FIGURE 4B

RECOMMENDED PLAN

COUNTER STREET IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT STUDY





KEYPLAN

FIGURE 4C

RECOMMENDED PLAN

COUNTER STREET IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT STUDY

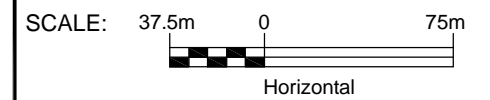


Table 1
Summary of Environmental Effects and Mitigation

Effects	Mitigating Measures	Application Where/When	Reference
DRAINAGE			
Loss of floodplain storage	<ul style="list-style-type: none"> Provision of culverts sized to regional storm events in embankments at Counter Street and Princess Street 	<ul style="list-style-type: none"> Detail design 	
Increased stormwater runoff	<ul style="list-style-type: none"> Provision of stormwater management ponds and culverts 	<ul style="list-style-type: none"> Detail design 	
GROUNDWATER			
No change	<ul style="list-style-type: none"> No lowering of existing profile 	<ul style="list-style-type: none"> Detail design 	
PUBLIC UTILITIES			
Relocation of fire hydrants (Division Street to Lappans Lane)	<ul style="list-style-type: none"> Relocate services 	<ul style="list-style-type: none"> Construction/detail design 	
Hydro and Bell aerial pole relocation (Rigney Street to Sir J. A MacDonald Boulevard)	<ul style="list-style-type: none"> Relocate poles 	<ul style="list-style-type: none"> Construction/detail design 	
Increased Kingston Transit usage of Coach Canada/Tim Hortons easement	<ul style="list-style-type: none"> Potential Rigney Street connection to Kingston Transit maintenance garage 	<ul style="list-style-type: none"> Future operation 	
Limit access to Kingston Transit garage to right-in/right-out	<ul style="list-style-type: none"> Frontage road to Lappins Lane Potential Rigney Street connection to Kingston Transit maintenance garage 	<ul style="list-style-type: none"> Future operation 	
Need to relocate Hydro poles Portsmouth Avenue to Princess Street	<ul style="list-style-type: none"> Relocate poles 	<ul style="list-style-type: none"> Detail design 	
FISH, AQUATIC WILDLIFE AND VEGETATION			
Loss of fish habitat in east branch of Little Cataraqui creek	<ul style="list-style-type: none"> Wetland restoration to offset losses 	<ul style="list-style-type: none"> Detail design 	
Need to realign Cataraqui Creek	<ul style="list-style-type: none"> Wetland restoration to offset losses 	<ul style="list-style-type: none"> Detail design 	
Loss of provincially significant wetland	<ul style="list-style-type: none"> Wetland restoration to offset losses 	<ul style="list-style-type: none"> Detail design 	
PEDESTRIANS AND CYCLISTS			
Need to accommodate pe-	<ul style="list-style-type: none"> Provision of sidewalks 	<ul style="list-style-type: none"> Detail design 	

Table 1			
Summary of Environmental Effects and Mitigation			
Effects	Mitigating Measures	Application Where/When	Reference
destrians and cyclists	<ul style="list-style-type: none"> on both sides of the roadway Provision of bike lanes 		
TRANSIT			
Need to accommodate transit	<ul style="list-style-type: none"> Provision of eastbound queue jump at intersection of Sir John A. Macdonald Boulevard 	<ul style="list-style-type: none"> Detail design Future transit priority measures based on comment from Kingston Transit 	
HERITAGE RESOURCES			
Relocation of 571 Counter Street building	<ul style="list-style-type: none"> Relocate and maintain heritage features of historic home 	<ul style="list-style-type: none"> Detail design 	
RESIDENTIAL, INSTITUTIONAL, COMMERCIAL AND INDUSTRIAL			
Potential grade changes for driveways fronting on Counter Street	<ul style="list-style-type: none"> Fit to existing 	<ul style="list-style-type: none"> Detail design 	
Potential need to relocate billboard signage and power supply between Division Street and Leroy Grant Drive (3 Pattison billboards)	<ul style="list-style-type: none"> Relocate sign and power supply 	<ul style="list-style-type: none"> Detail design 	
Need to maintain ability for Kimco to shuttle trucks to parking area	<ul style="list-style-type: none"> Provision of left turn lanes to accommodate trucks 	<ul style="list-style-type: none"> Detail design 	
Property impacts to commercial properties between Sir John A. Macdonald Boulevard and Portsmouth Avenue	<ul style="list-style-type: none"> Financial compensation 	<ul style="list-style-type: none"> Detail design 	
Restriction of outbound left turn onto Counter Street from City Place	<ul style="list-style-type: none"> Right-in/right-out access on Sir John A Macdonald Boulevard 	<ul style="list-style-type: none"> Detail design 	
Purchase of portion of existing parking area in City Place 1 and Counter Street (Children’s Aid) parking area	<ul style="list-style-type: none"> Financial compensation Restripe lot maintain existing parking capacity 	<ul style="list-style-type: none"> Detail design 	
Loss of trees in City Place 1 parking areas	<ul style="list-style-type: none"> Maintain root ball 	<ul style="list-style-type: none"> Detail design 	
Potential need to relocate Ultramar illumination and underground gasoline tank	<ul style="list-style-type: none"> Relocate lighting and vents 	<ul style="list-style-type: none"> Detail design 	

Table 1
Summary of Environmental Effects and Mitigation

Effects	Mitigating Measures	Application Where/When	Reference
vents			
Potential need to relocate road side signage for Givesco/Olco businesses	<ul style="list-style-type: none"> Relocate signage 	<ul style="list-style-type: none"> Detail design 	
Potential need to re-grade entrance driveways for Ultramar, Givesco and Olco	<ul style="list-style-type: none"> Match existing elevations 	<ul style="list-style-type: none"> Detail design 	
Purchase of 551 Counter Street	<ul style="list-style-type: none"> Financial compensation 	<ul style="list-style-type: none"> Preliminary design 	
Access/Egress concerns for residential driveways (606,610, and 614 Counter Street)	<ul style="list-style-type: none"> Shared bicycle/auxiliary turn lane connected to Indian Road extending to western-most home (614 Counter Street) Provision of protected median turn lane using raised median to separate vehicles turning left onto Portsmouth Avenue and Counter Street residents turning left into homes 	<ul style="list-style-type: none"> Detail Design 	
Loss of parking within the City right-of-way (606, 610 and 614 Counter Street)	<ul style="list-style-type: none"> Roadway widened to the north to minimize impact to adjacent properties on south side of Counter Street An area within City ROW provided to allow vehicles to turn around avoiding backing out onto Counter Street Landscaping of boulevard area remaining Shift sidewalk to north to reduce loss of mature trees 	<ul style="list-style-type: none"> Detail design 	
Impacts to Residential Driveways following construction of roadway	<ul style="list-style-type: none"> Provided residents allow City workers/contractors onto private property to 	<ul style="list-style-type: none"> Detail Design 	

Table 1			
Summary of Environmental Effects and Mitigation			
Effects	Mitigating Measures	Application Where/When	Reference
	complete work, drive-ways grades will be maintained between a 2% and 6% slope.		
Property impacts to Edwards Ford	<ul style="list-style-type: none"> Financial compensation 	<ul style="list-style-type: none"> Detail design 	
Potential visual intrusion to Arrowhead Place and Old Quarry Road homes backing on William Hackett Park	<ul style="list-style-type: none"> Construct landscaped berm west of existing mature trees. 	<ul style="list-style-type: none"> Detail design 	
Via rail access impacts to 1473 Princess Street and adjacent land locked triangular property	<ul style="list-style-type: none"> Financial compensation 	<ul style="list-style-type: none"> Detail design 	
OUTDOOR RECREATION			
Loss of mini soccer field in William Hackett Park	<ul style="list-style-type: none"> Commitment for replacement in Catarraqui Mills subdivision 	<ul style="list-style-type: none"> Future operation 	
Impact to full sized soccer field	<ul style="list-style-type: none"> Realign soccer field along new alignment of Portsmouth Avenue Allow west corner of field to intrude on wetland 	<ul style="list-style-type: none"> Detail design 	
SOILS GEOLOGY			
No effect			
TOPOGRAPHY/LANDFORMS			
No effect			
CLIMATIC FEATURES			
No effect			
PUBLIC HEALTH			
No effect			
VIA RAIL			
Loss of access to south Via Rail platform	<ul style="list-style-type: none"> Construct access road from Princess Street 	<ul style="list-style-type: none"> Detail design 	
Impact to existing out-bound Via Rail access	<ul style="list-style-type: none"> Combine accesses to Via Rail, Juniper Lanes lands and future Catarraqui Mills subdivision through one major intersection 	<ul style="list-style-type: none"> Detail design 	
Land transfers of Via Rail, City of Kingston, Juniper	<ul style="list-style-type: none"> Future negotiations for land transfers between 	<ul style="list-style-type: none"> Detail design 	

Table 1
Summary of Environmental Effects and Mitigation

Effects	Mitigating Measures	Application Where/When	Reference
Lanes and CN Railway lands in vicinity of existing Via Rail Station	affected owners		
Removal of at-grade crossing	Beneficial impacts include: <ul style="list-style-type: none"> • Increased safety • Elimination of whistle point 	<ul style="list-style-type: none"> • Detail design 	
OPERATIONAL & CONSTRUCTION NOISE			
Road grades (steep hills), high traffic volumes, stopping/starting of truck traffic, and operation of construction equipment	<ul style="list-style-type: none"> • Setbacks do not create a high noise level for residents • Road grades have been improved in new plan and where grade has increased (railway grade separation) the whistle point has been removed • Roadway will be resurfaced • Proper maintenance of construction equipment • Compliance with municipal Noise Control bylaw during construction 		
Change of character of area	<ul style="list-style-type: none"> • The new design provides a more residential, pedestrian safe atmosphere due to improved design and signage 	<ul style="list-style-type: none"> • Future operation 	
EMERGENCY SERVICES			
During construction impacts to response times	<ul style="list-style-type: none"> • Consultation with Police, Fire and Ambulance Services prior to and during construction 	<ul style="list-style-type: none"> • Detail design 	

4.0 PROJECT IMPLEMENTATION

It is recommended that several activities be initiated following the completion of the ESR. These would include:

- Preliminary design including aerial photography in 2005;
- Property negotiations;
- Detail design of the Portsmouth Avenue realignment including community impact on the landscape planting plan; and
- Negotiations with the CRCA and DFO on the approvals for the Cataraqui Creek crossing and stream realignment.