

# Welcome

## City of Cornwall

### Municipal Class Environmental Assessment

#### Proposed Improvement and Extension of Lemay Street

#### Redevelopment and Design of the Municipal Works Yard

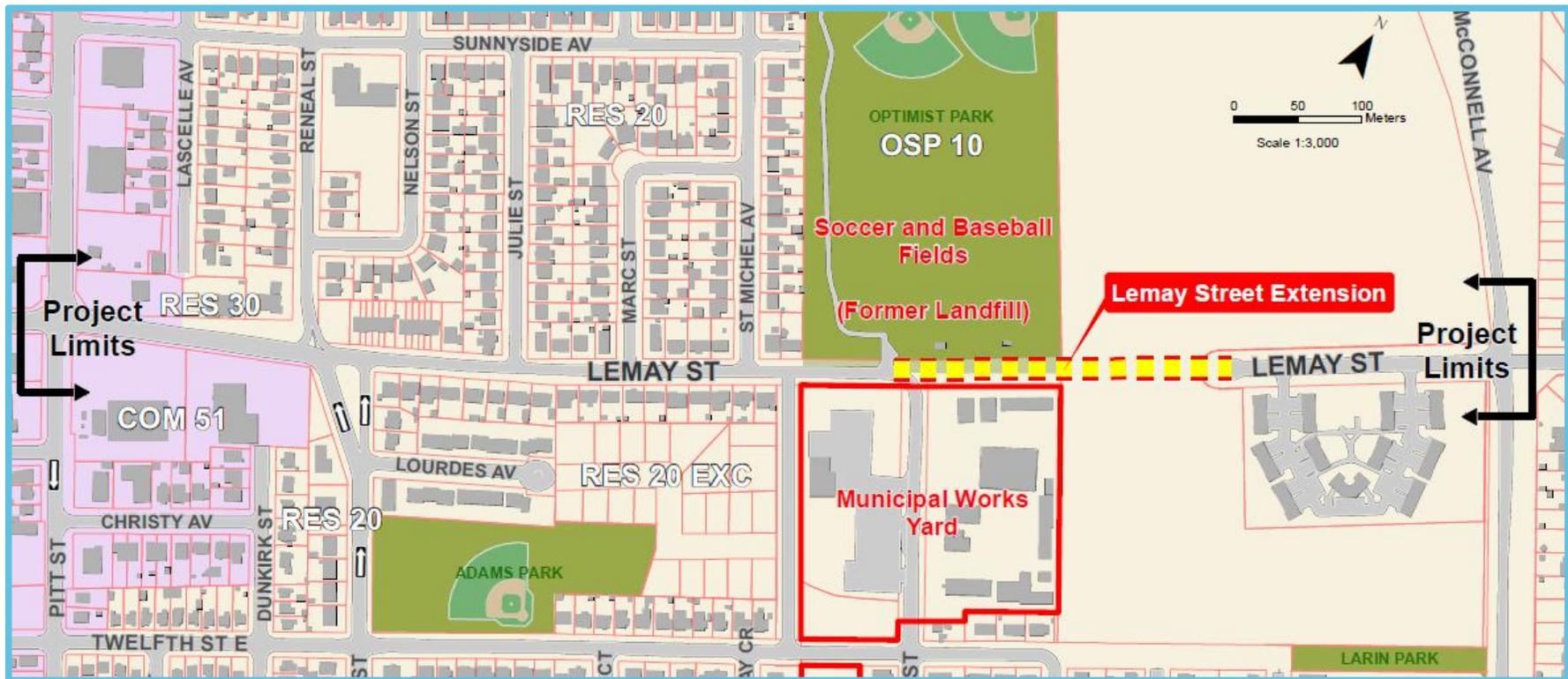
Public Information Centre #1

Thursday, May 21, 2015

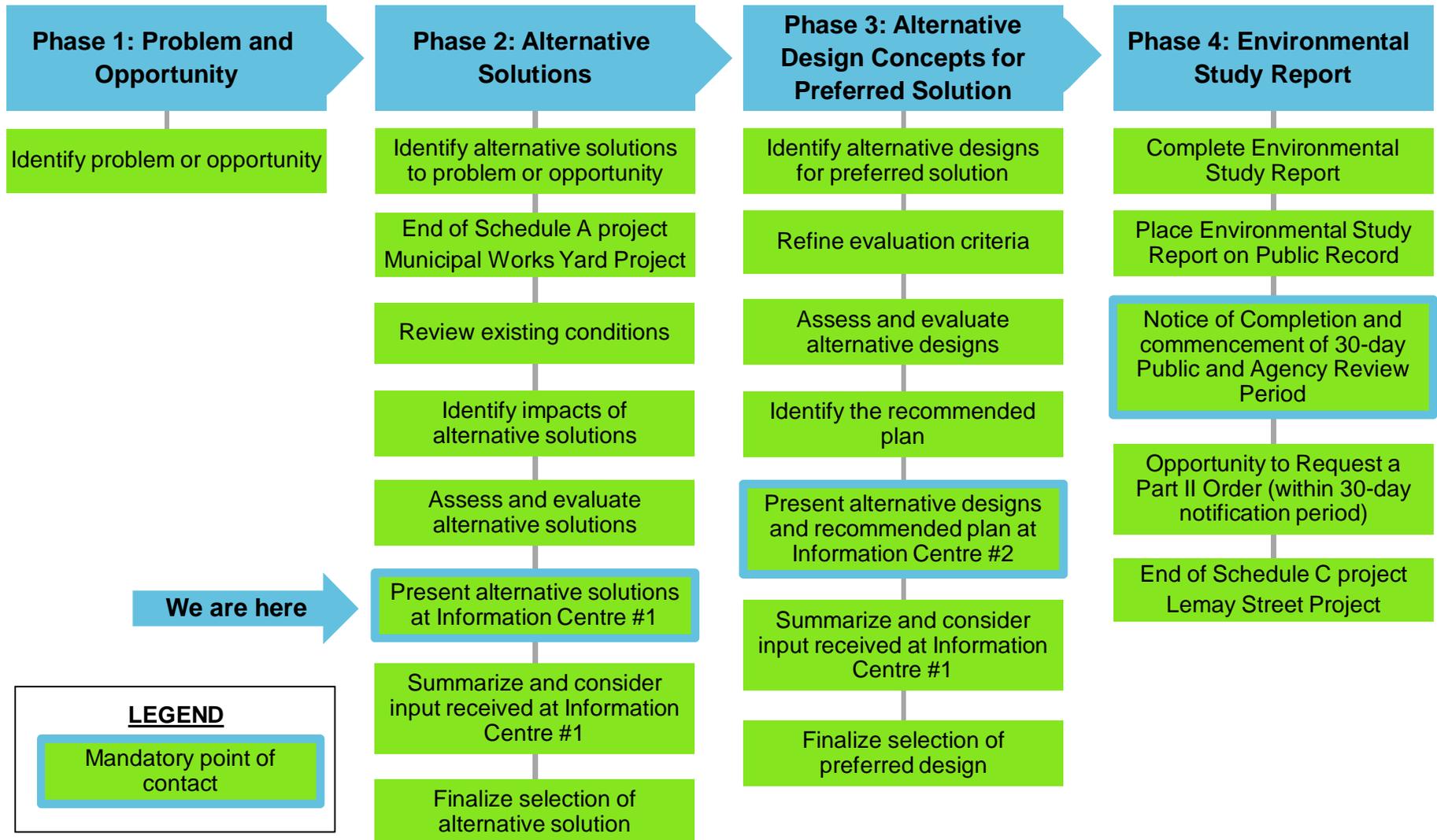


# Study Background

- Two geographically related studies were initiated in early 2015.
- There is a need for updated and improved facilities within the City of Cornwall Municipal Works Yard on Ontario Street. This is a schedule A project under the Municipal Class Environmental Assessment.
- The City's Official Plan and 2006 Critical Infrastructure Review identified the need to extend Lemay Street. This is a schedule C project under the Municipal Class Environmental Assessment. The redevelopment of the municipal works yard provides an opportunity to connect the east and west sections of Lemay Street.



# Municipal Class EA Process



## Project Needs & Opportunities

- There is a need to improve the poor pavement condition and provide an urban cross-section on Lemay Street. There is an opportunity to provide cycling and sidewalk infrastructure in the corridor.
- There is a need to improve the long delay for eastbound and westbound vehicles at the intersection of Thirteenth Street/Lemay Street at Sydney Street during peak periods.
- There is an opportunity to improve the connectivity of the road network by providing residents of Cornwall with a new corridor in the east-west direction.
  - This will also improve the emergency response time for emergency vehicles in the city, which was recommended in the 2006 Critical Infrastructure Review Study.
  - The City's Official Plan identified a future transportation connection of Lemay St to McConnell Ave.
- There is an opportunity to improve accessibility to the municipal works yard and to provide better access to key travel corridors such as McConnell Avenue and Brookdale Avenue.



Lemay Street west of Optimist Park (Source: Google Maps)

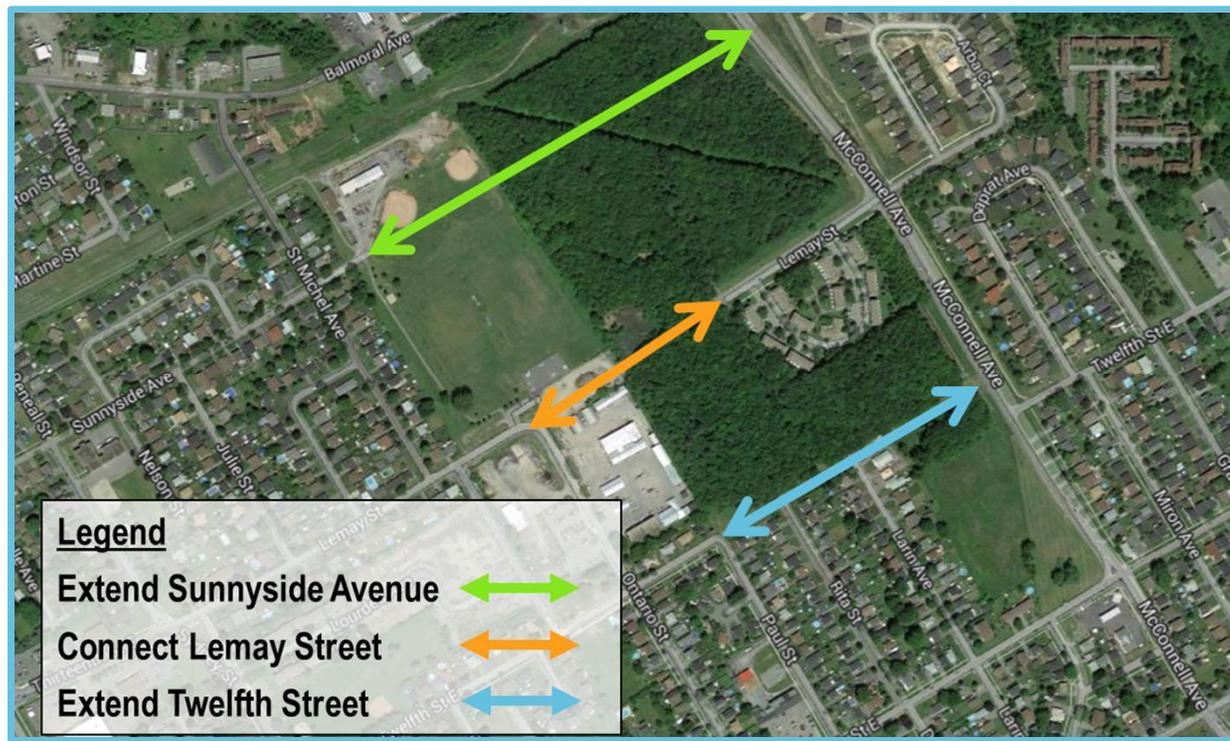
## Municipal Works Yard

- All buildings need to be replaced due to deficiencies relating to:
  - Structural integrity (buildings and fuel tanks)
  - End of service life
  - Rust and leaks
  - Energy efficiency
  - Safety
  - Accessibility
  - Lack of storage capacity for winter maintenance material and equipment
- Based on the condition assessment, a timeline for replacement was developed

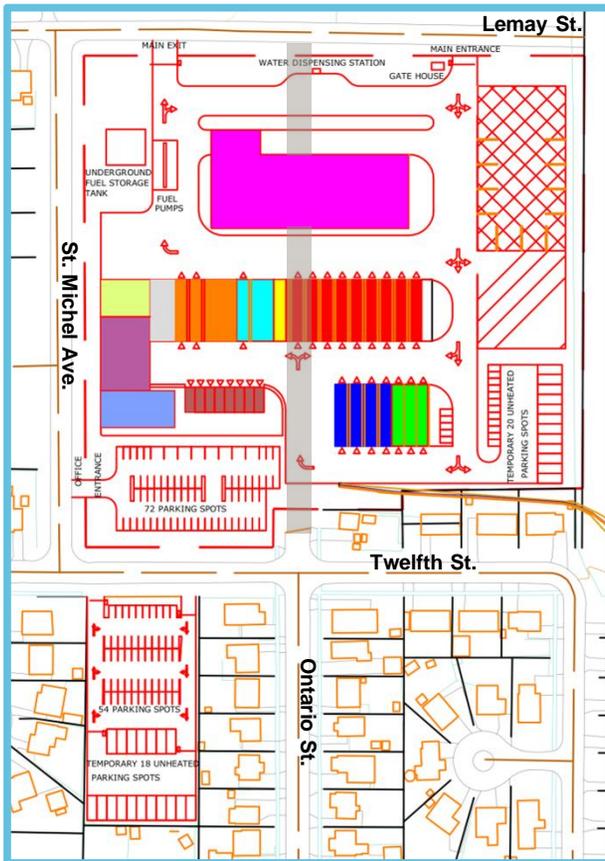
# of Buildings	Timeframe	Action required
3	Critical	0 years
9	Immediate	1-3 years
6	Short Term	4-7 years
1	Later	7-10 years

## Alternative Solutions

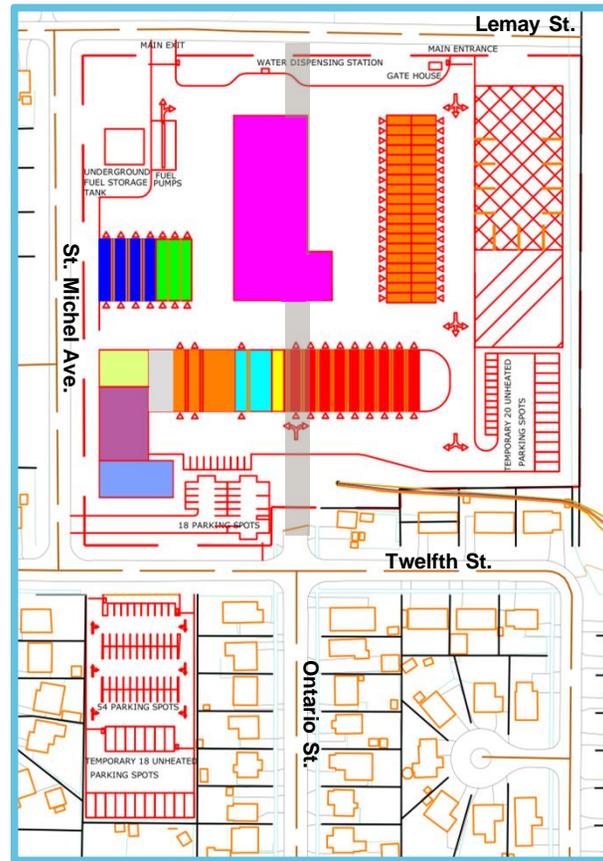
- **Do Nothing:** The base case scenario against which other solutions are compared.
- **Enhance other transportation modes:** Add additional transit service. Continued implementation of Bicycle and Pedestrian Master Plan.
- **New east-west corridor:** Three options to extend an east-west street to connect McConnell Avenue to Pitt Street.



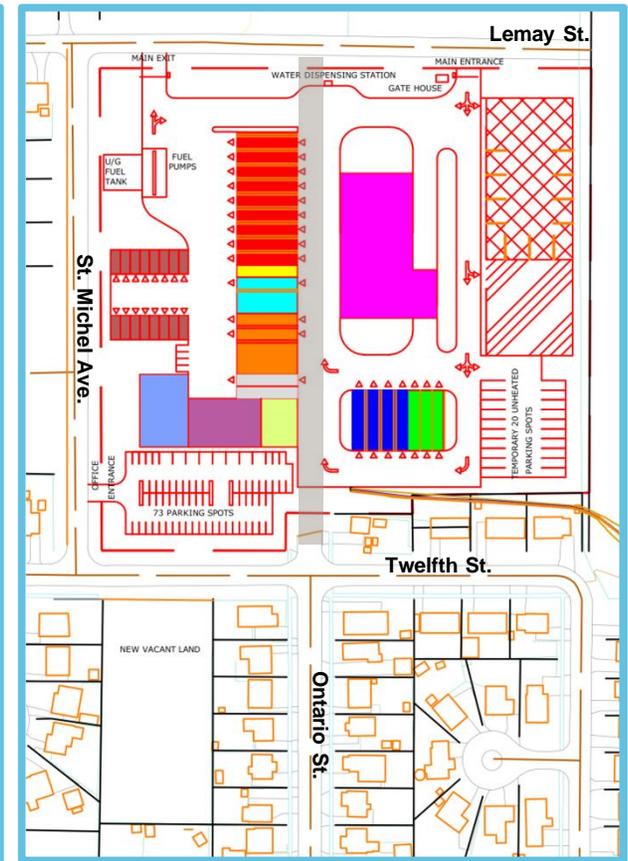
# Municipal Works Yard Options



**Option 1**



**Option 2**

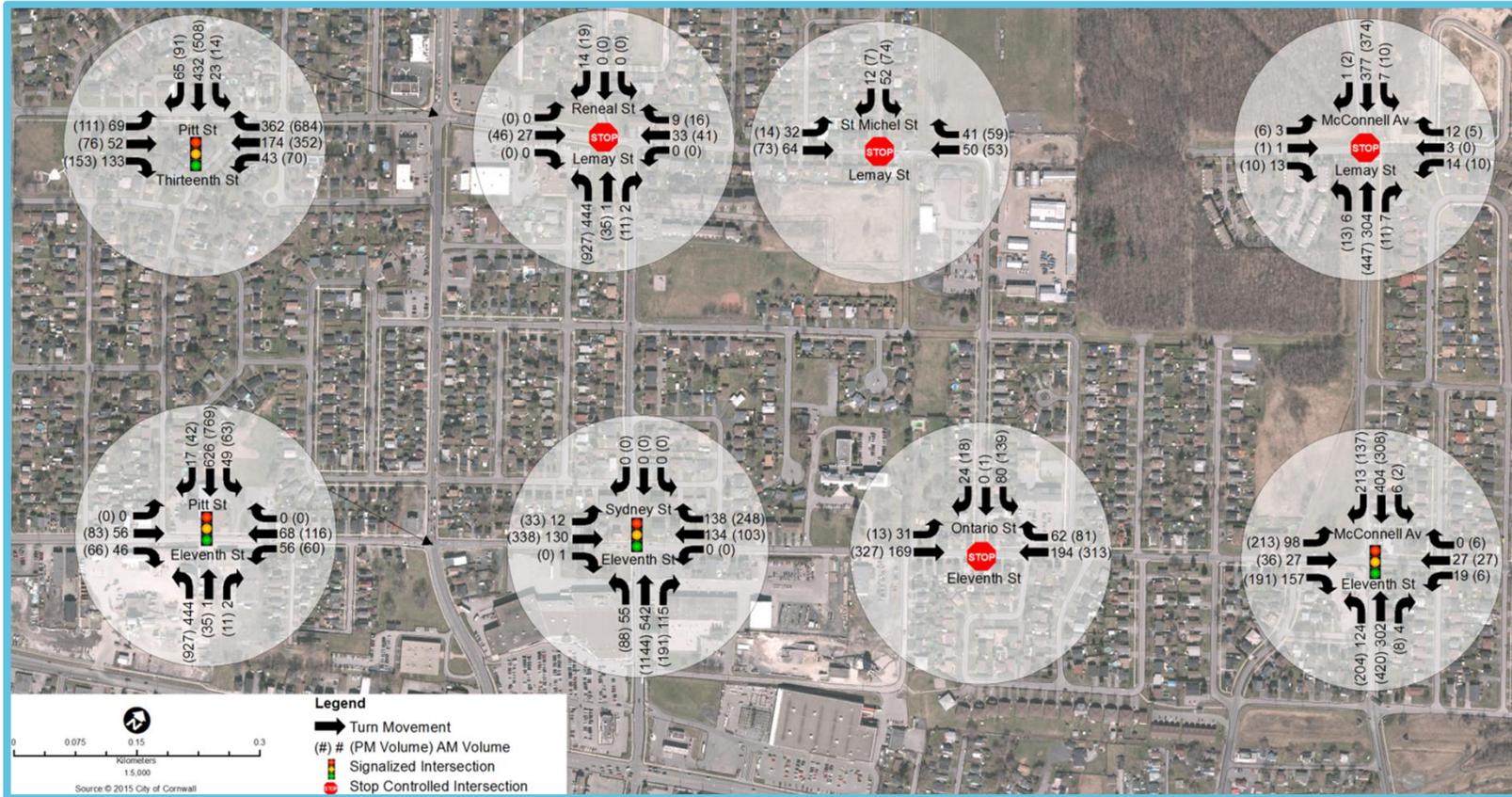


**Option 3**

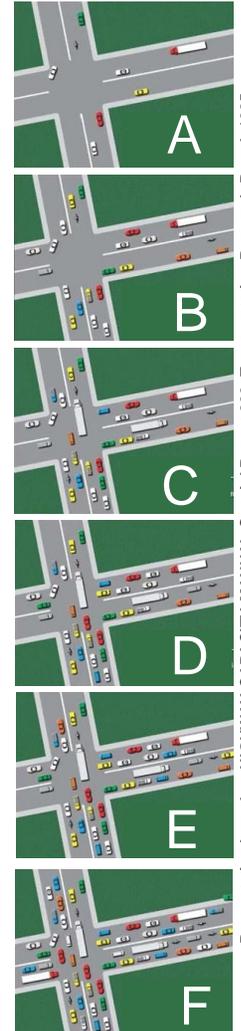
The three options provide more winter maintenance material storage, new underground fuel storage and new structures. Ontario Street will be closed. The staging of the reconstruction of the Municipal Works Yard allows for the continuing operation of the facilities.

# Transportation Existing Conditions

## Existing Traffic Movements and Operations



## Level of Service



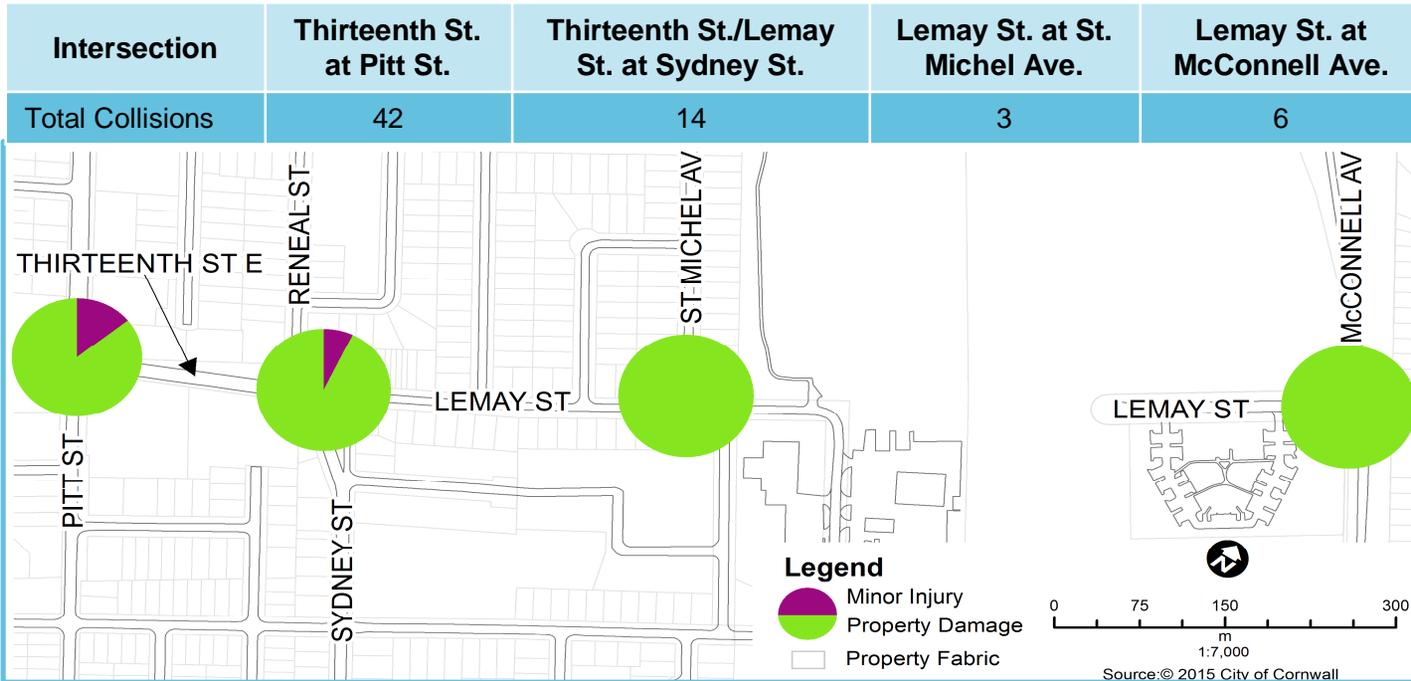
Presentation based on HIGHWAY CAPACITY MANUAL Special Report 209, Transportation Research Board, 1985

Intersection	Overall Intersection LOS	
	AM Peak Hour	PM Peak Hour
Thirteenth St. at Pitt St.	B	C
Thirteenth St./Lemay St. at Sydney St.	B	F
Lemay St. at McConnell Ave.	A	A

- There are high delays at the intersection of Thirteenth St. and Sydney St. in the PM peak hour. This is due to the large delay for eastbound and westbound vehicles
- Other intersections operate well

# Transportation Existing Conditions

Collisions Within Study Area (2009 – 2013)

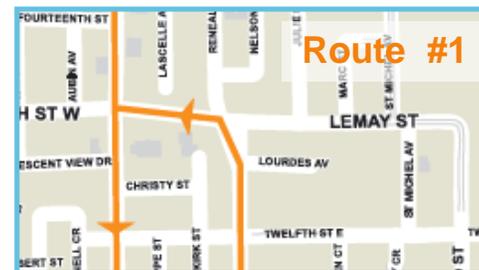


The number of collisions occurring at the intersections are typical for the type of intersection and level of traffic volumes

## Cycling and Pedestrians

- No sidewalks or cycling facilities on the western section of Lemay St.
- The eastern section of Lemay St. has a sidewalk on the south side of the street. There are no cycling facilities.
- Sidewalks are present on both sides of Thirteenth St. and Sydney St. There are no cycling facilities.

## Transit



Cornwall Transit Route #1 travels northbound through the study area on Sydney Street, Thirteenth Street and Pitt Street.

# Existing Conditions

## Natural Environment

- The forested land in the study area has potential for the presence of species at risk. Mitigation measures can likely be used to avoid negative impacts. A north to south flowing intermittent stream is located west of the Lemay Street cul-de-sac. Background review indicates that it is not a fish-bearing watercourse. Investigations are currently underway due to seasonal timing windows.

## Land Use & Socio-Cultural Environment

- The works yard is predominantly surrounded by residential land, open space/parks, and manufacturing areas. The existing land use plan identified areas to the north-east as residential but no housing developments are currently located within this quadrant. Schedule 5 in the City of Cornwall Official Plan identifies the connection of Lemay Street as a proposed future collector street.

## Noise

- Existing noise levels at noise sensitive locations within the study area are within a range typical of sub-urban areas (50-60 dBA).

## Geotechnical and Hydrogeological

- Borehole data near the Lemay Street extension indicate the potential for layers of: topsoil, fill, silty sand/sand, silty clay/clay and till. Groundwater is typically located within the silty sand/sand or fill layer which is considered a high water table perched on the low permeable silty clay/clay unit. The groundwater is flowing in a south to southeast direction perpendicular to Lemay Street.

## Drainage and Stormwater Management

- Lemay Street is relatively flat with longitudinal grades of 1% or less. Both sides of Lemay Street are serviced by an underground storm sewer network.

## Utilities

- Watermain located on the south side of Lemay Street. Sanitary sewer system located on the north side of Lemay Street. Overhead power lines run parallel with Lemay Street. Bell Aliant fibre optic cables are located on the north side of Lemay Street.

## Contamination

- The initial environmental assessment indicates a potential to intersect a historical landfill. Historical air photos indicate landfilling in the area of the road extension in the vicinity of the northern section of the municipal works yards. Other areas of concern include the unknown condition of excavated materials, salt storage, fuel storage and equipment storage area.

## Archaeology

- The study area exhibits a high potential for the recovery of Pre-Contact and historical sites. However, the review of aerial photographs dated to the mid-twentieth century demonstrates that portions of the study area have been disturbed.

# Evaluation Factors & Methodology

## Factors

- Transportation
- Natural Environment
- Socio-Cultural Environment
- Infrastructure/Utilities
- Cost

## Methodology

- Does the alternative address existing and future problems?
- What are the potential environmental effects?
- Conducted in a traceable and objective manner
- Level of detail sufficient to compare the various alternatives
- Relative comparison approach using:
  - ✓ = positive
  - × = negative
  - = neutral

# Evaluation of Alternative Solutions

Evaluation Criteria	Do Nothing	Enhance Other Transportation Modes	Extend Sunnyside Avenue	Connect Lemay Street	Extend Twelfth Street
Does it address the identified needs and opportunities?					
<b>1.0 Transportation</b>					
Yard Accessibility	Will remain the same as existing conditions x	Doesn't improve direct service to the municipal works yard –	Doesn't provide direct access for vehicles to the municipal works yard x	Provides direct access for vehicles to the municipal works yard ✓	Doesn't provide direct access for vehicles to the municipal works yard x
Network Connectivity	The road network will be unchanged x	The road network will be unchanged x	Will provide a 1.1 kilometre east-west corridor from McConnell Ave. to Pitt St. –	Provides a 2.2 kilometre east-west corridor from McConnell Ave. to Brookdale Ave. ✓	Will provide a 1.1 kilometre east-west corridor from McConnell Ave. to Pitt St. –
Traffic Operations	No opportunity to improve 13 <sup>th</sup> / Sydney intersection x	No opportunity to improve 13 <sup>th</sup> / Sydney intersection x	No opportunity to improve 13 <sup>th</sup> / Sydney intersection x	Opportunity to improve 13 <sup>th</sup> / Sydney intersection ✓	No opportunity to improve 13 <sup>th</sup> / Sydney intersection x
Preliminary Identified Impacts?					
<b>2.0 Natural Environment</b>	No impacts ✓	Minimal impact –	Will impact 500 metres of parkland and wooded area x	Will impact 150 metres of parkland and wooded area –	Will impact 350 metres of parkland and wooded area x
<b>3.0 Socio-Cultural Environment</b>	No impacts ✓	Minimal impacts on archaeological resources and noise levels –	6 to 9 dB increase in noise levels and some potential for archaeological impacts x	3 to 7 dB increase in noise levels and some potential for archaeological impacts x	8 to 10 dB increase in noise levels and some potential for archaeological impacts x
<b>4.0 Infrastructure / Utilities</b>	No impacts to utilities ✓	No impacts to utilities ✓	Utility relocation may be required –	Utility relocation may be required –	Utility relocation may be required –
<b>5.0 Cost</b>	No extra costs ✓	Cost for new cycling lanes and bus route optimization –	Additional costs for 500 metres of new roadway x	Additional costs for 150 metres of new roadway x	Additional costs for 350 meters of new roadway x
<b>Results</b>	Does not address the identified problem or opportunities. Carried forward for comparison.	Does not address the identified problem or opportunities. Not carried forward.	Does not address the identified problem. Addresses some opportunities. Has more impacts. Not carried forward.	Addresses the identified problem. Addresses the most opportunities. Will be carried forward.	Does not address the identified problem. Addresses some opportunities. Has more impacts. Not carried forward.

## Next Steps

- Review public comments
- Identify and evaluate alternative designs
- Develop mitigation measures for alternative designs
- Hold Public Information Centre #2 to present alternative designs (Fall 2015)

## Thank you for attending

Your comments are welcome and very important to this study. Please fill in a comment sheet and deposit in the comment box. If concerns raised as part of this Class EA cannot be resolved by the end of this process through discussion with the City of Cornwall, a person may request that the Minister of the Environment make an order for the project to comply with Part II of the *Environmental Assessment Act* (referred to as a Part II Order) which addresses environmental assessments. You may also send your comments by mail or email to:

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