

EVALUATION OF ALTERNATIVES – TRACEY STREET AND TRACEY PARK DRIVE INTERSECTION

Category	Regulatory/Policy/Design Requirement	General Objective	Project-specific Target	DO NOTHING	ALTERNATIVE 1 Realign Tracey Street	ALTERNATIVE 2 Realign Tracey Park Drive	ALTERNATIVE 3 Realign combination of Tracey Street and Tracey Park Drive
Natural Environment	Migratory Birds Convention Act (1994)	Protection of nesting habitat of migratory birds in Canada	No clearing of trees that would result in the destruction of nests of migratory birds	No trees would be affected	Removal of 2 trees within the zone of impact	Removal of 5 trees within the zone of impact	Removal of 1 trees within the zone of impact
Social and Economic Environment	City of Belleville Official Plan (2002)	Provision of a safe, convenient and functional transportation network	Provision of sufficient carrying capacity at the intersection to accommodate anticipated traffic growth	Sidney Street, Tracey Street and Tracey Park Drive will not provide sufficient capacity at the intersection to accommodate the future traffic forecasts	Driving lanes and turning lanes provided by this design meet the recommendations of the traffic report to accommodate traffic forecasts to 2031	Driving lanes and turning lanes provided by this design meet the recommendations of the traffic report to accommodate traffic forecasts to 2031	Driving lanes and turning lanes provided by this design meet the recommendations of the traffic report to accommodate traffic forecasts to 2031
		Application of high standards of urban design wherever possible	Use of tree plantings using species native to this climatic region which are suited to urban streetscapes	Some existing trees are non-native invasive species and some are cultivated versions of native species	Design will incorporate native tree species in boulevards with consideration of underground and overhead utilities	Design will incorporate native tree species in boulevards with consideration of underground and overhead utilities	Design will incorporate native tree species in boulevards with consideration of underground and overhead utilities
			Locate services and associated plant to eliminate or avoid visual clutter; increase the level of public safety; and reduce the risk of service interruption through accident or natural disaster	Utility poles and services will remain in the existing locations	Joint use hydro poles will be used to place illumination and traffic signals where possible to reduce pole clutter	Joint use hydro poles will be used to place illumination and traffic signals where possible to reduce pole clutter	Joint use hydro poles will be used to place illumination and traffic signals where possible to reduce pole clutter
		Providing accessibility for Ontarians with disabilities	Install ramps at intersections and across curbs and avoid the use, wherever possible, of steps and other impediments to access	Existing intersection includes sidewalk ramps at all designated crossing locations	Design will include sidewalk ramps at all designated crossing locations	Design will include sidewalk ramps at all designated crossing locations	Design will include sidewalk ramps at all designated crossing locations
	Use of audible pedestrian signals where demand warrants		Existing traffic signals do not include audible pedestrian signals or countdown heads	Signal design will include audible pedestrian signals complete with countdown heads	Signal design will include audible pedestrian signals complete with countdown heads	Signal design will include audible pedestrian signals complete with countdown heads	
	Property Impacts	Consideration of effects on property ownership	Minimize the total amount of residential property frontage lost	No impact to property frontages	240 m ² of residential property frontage required	68 m ² of residential property frontage required	20 m ² of residential property frontage required
			Minimize the number of properties where the house frontage would no longer meet the City's 7.5 m standard setback from the property line	No impact to property frontages	2 properties will not meet the setback requirement and both will be less than 50% of the setback requirement	1 property will not meet the setback requirement and will also be less than 50% of the setback requirement	1 property will not meet the setback requirement
Minimize the number of properties requiring full buy out			No properties required	1 residential property with a house will need to be acquired	No properties in their entirety will need to be acquired	No properties in their entirety will need to be acquired	
Consideration of the usable portion of existing residential driveways	Minimize number of driveways that would become non-functional for parking	No impact to driveways	1 residential driveway becomes non-functional for parking	No residential driveways become non-functional for parking	No residential driveways become non-functional for parking		
Transportation Design	TAC Geometric Design Guide and City of Belleville Design Standards	Adequate provision for traffic signals	Traffic signals to be incorporated at the intersection	Traffic signal location and performance will not be improved	Traffic signals will be accommodated with this alternative	Traffic signals will be accommodated with this alternative	Traffic signals will be accommodated with this alternative
		Safe separation of pedestrians from driving lanes	Provision of a boulevard buffer between any proposed sidewalks and driving lanes	Existing boulevard width varies from 1.6m to 5m and provides good buffer for pedestrians on the sidewalk	Boulevard width of 1.5 m will provide good buffer for pedestrians on the sidewalk	Boulevard width of 1.5 m will provide adequate buffer for pedestrians on the sidewalk	Boulevard width of 1.5 m will provide adequate buffer for pedestrians on the sidewalk
		Protect other infrastructure in the project area	Minimize the need to interfere with or relocate existing utilities	No utility relocation required	Bell pedestal will not require relocation	Bell pedestal will require relocating at significant cost	Bell pedestal will not require relocation