

Option Evaluation Reconstruction and Realignment of Alma and Balaclava Streets

TSH Project #14-150060 18-Aug-06
 Note: Options B and C were eliminated in a preliminary screening.

LEGEND
 ▲ Preferred
 △ Somewhat Preferred
 ⚡ Neutral / No change
 ▼ Somewhat Not Preferred
 ▼ Not Preferred

Factor	Sub-Factor	Definition	Option A: DO NOTHING	Option D: REPLACE INFRASTRUCTURE & RECONSTRUCT ALMA- as a narrow two-way street with no parking	Option E: REPLACE INFRASTRUCTURE & RECONSTRUCT ALMA- as a northerly one-way street with parking	Option F: REPLACE INFRASTRUCTURE & RECONSTRUCT ALMA- as a southerly one-way street with parking
Description			Do not construct any improvements	One through lane in each direction, removal of on-street parking. Eastern road boundary will move approximately 1.9 metres away from the Park.	One northerly through lane, one parking lane. Eastern road boundary will move approximately 2.4 metres away from the Park.	One southerly through lane, one parking lane. Eastern road boundary will move approximately 2.4 metres away from the Park.
Natural Environment	Impacts on trees	Does the option require any tree removals?	⚡ No change	⚡ Existing trees can be protected	⚡ Existing trees can be protected	⚡ Existing trees can be protected
	Impact on greenhouse gas emissions	Will the option have an impact on greenhouse gas emissions from changes in traffic movements or idling?	⚡ No change	⚡ Negligible change	⚡ Negligible change	⚡ Negligible change
	Alternative modes of transportation	Does the option support a pedestrian & cyclist friendly environment?	⚡ No change	△ Will result in slightly shorter pedestrian crossing distances	△ Will result in slightly shorter pedestrian crossing distances	△ Will result in slightly shorter pedestrian crossing distances
	Stormwater	Does the option generate more stormwater?	⚡ No change	⚡ Very small decrease in paved surface should generate slightly less stormwater	⚡ Very small decrease in paved surface should generate slightly less stormwater	⚡ Very small decrease in paved surface should generate slightly less stormwater
Traffic and Transportation	Intersection Operations	Which option provides the highest Level of Service at intersections?	⚡ No change	⚡ Current Levels of Service at intersections maintained	⚡ Current Levels of Service at intersections maintained	⚡ Negligible improvement in Level of Service at Alma Street / Ordnance Street intersection
	Impact on Network	What are the effects on daily traffic volumes?	⚡ No change	⚡ Negligible change	⚡ Negligible change	△ Will decrease traffic volumes on Balaclava Street
	Access to Homes	What is the impact on access to Alma Street residences?	⚡ No change	⚡ No change	▼ Accessing homes on Alma Street will at times require small detours	▼ Accessing homes on Alma Street will at times require small detours
	Pedestrians	Which options will promote pedestrian traffic?	⚡ No change	△ Will result in slightly shorter pedestrian crossing distances due to road narrowing at the intersection	△ Will result in slightly shorter pedestrian crossing distances	△ Will result in slightly shorter pedestrian crossing distances
	Parking- supply	Which options retain the most parking spaces?	⚡ No change	▼ All parking on Alma Street eliminated	▼ A few parking spaces may be eliminated because of required narrowing at intersections	▼ A few parking spaces may be eliminated because of required narrowing at intersections
	Parking- side of street	Will the parking lane be to the right of the traveling lane (preferred)?	⚡ No change	⚡ N/A (all parking on Alma Street eliminated)	▼ Parallel parking to the LEFT of the direction of traffic	⚡ Parallel parking to the RIGHT of the direction of traffic (no change)
Socio-Economic Environment	Heritage & Archaeology	How likely is it that the option will impact historical burials or artifacts?	⚡ No change	▼ Highest potential for disturbance of burials (eastern project limit would extend 0.5 m further into the park than Options E and F)	▼ High potential for disturbance of burials	▼ High potential for disturbance of burials
	Respect for Historic Burials	Will the Option result in a road surface that does not overlay historic burials?	▼ Road will continue to overlay historic burials	▲ New road will not overlay historic burials	▲ New road will not overlay historic burials	▲ New road will not overlay historic burials
	Potential changes/impacts to community character and fabric	Are the changes compatible with surrounding uses? Will the changes create barriers for pedestrians?	⚡ No change	△ Removal of parking creates community barriers and creates difficulty in maintaining pedestrian-oriented environment.	△ Changes are compatible with surrounding uses. Does not create community barriers, and maintains a pedestrian-oriented environment	△ Changes are compatible with surrounding uses. Does not create community barriers, and maintains a pedestrian-oriented environment
	Fire Access		⚡ No change	⚡ Negligible impact	Negative impact	Negative impact
	Availability of parking for residents & park users	Does the option result in any loss of parking spaces on Alma Street?	⚡ No change	▼ A whole lane of on-street parking will be eliminated	▼ A few on-street parking spaces may be eliminated	▼ A few on-street parking spaces may be eliminated
	Conformance with local policies	To what extent does the option conform to City of Kingston Transportation Master Plan, City of Kingston Official Plan, and Zoning By-Law?	⚡ No change	⚡ Complies with OP and Zoning By-Laws. Does not conform with policies in the KTMP to provide parking and minimize impacts to community	⚡ Complies with OP and Zoning By-Laws. Conforms with policies in the KTMP to provide parking, minimizes impacts to community	⚡ Complies with OP and Zoning By-Laws. Conforms with policies in the KTMP to provide parking, minimizes impacts to community
Potential to impact open space	Does the option remove from or add to community open space?	⚡ No change	⚡ Will add open space to McBurney Park (negligible)	⚡ Will add open space to McBurney Park (negligible)	⚡ Will add open space to McBurney Park (negligible)	
Engineering	Water & Sewer	Does the option allow for replacement of aging water & sewer?	⚡ No change	▲ Allows for replacement of water and sewer mains	▲ Allows for replacement of water and sewer mains	▲ Allows for replacement of water and sewer mains
	Road condition	Does the option allow for proper reconstruction of the road?	⚡ No change	▲ Includes full road reconstruction	▲ Includes full road reconstruction	▲ Includes full road reconstruction
	Other Utility Impacts	Will the option require relocation of existing utilities?	⚡ No change	⚡ Existing underground utilities are all on the west side of the street. Relocations should not be required.	⚡ Existing underground utilities are all on the west side of the street. Relocations should not be required.	⚡ Existing underground utilities are all on the west side of the street. Relocations should not be required.
	Ease of Construction	How easy will it be to carry out the various stages of implementation/construction?	⚡ No change	▼ Extreme care required to avoid burials, slightly higher potential for disturbance of burials which may delay construction (eastern project limit would extend 0.5 m further into the park than Options E and F)	▼ Extreme care required to avoid burials	▼ Extreme care required to avoid burials
Cost	Capital	Which options have a higher estimated construction cost?	⚡ No change	▼ Potential for higher construction costs from delays and relocation if burials are encountered	▼ Risk of overruns if burials are encountered	▼ Risk of overruns if burials are encountered
	Operational	Which options have a higher estimated operation and maintenance cost over the next 20 years?	▼ Operating costs will increase as infrastructure continues to deteriorate	⚡ No change	⚡ No change	⚡ No change
SUMMARY			▼ No Improvements	▼ Option D provides improvements but with the most adverse impacts	⚡ Option E provides improvements with some adverse impacts	△ Option F provides improvements with the fewest adverse impacts
RECOMMENDATION						PREFERRED OPTION