



## **Sidney Street/College Street West Intersection Improvements and Sidney Street Widening Environmental Assessment (EA) Study**

### **Welcome**

Welcome to the first Public Information Centre (PIC) meeting for the Sidney Street/College Street West Intersection Improvements and Sidney Street Widening EA Study.

**Please record your attendance and obtain a comment sheet at the Registration Desk.**

Several background reports are available at the Resource Table. Should you have any questions regarding the presentation materials, background reports or any other aspect of the study, please speak to the City or Consultant study team members in attendance.

**We encourage your input/feedback on the material being presented on the display boards.**

**Please deposit completed comment sheets in the comment box or mail/ fax/ e-mail to the address at the bottom of the form by November 8, 2018.**

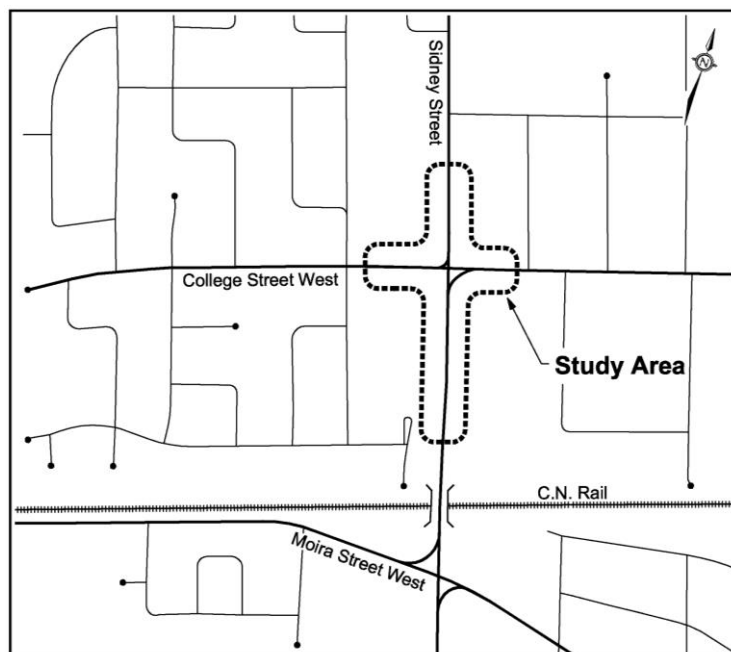
There is an opportunity at any time during the EA process for interested persons to provide written input. The project team encourages the communication of concerns as soon as you become aware of them in order to provide the greatest opportunity for addressing them. Any comments received will be collected under the *Environmental Assessment Act* and, with the exception of personal information, will become part of the public record.

## Introduction

The City of Belleville has initiated an Environmental Assessment (EA) and Preliminary Design Study for the Sidney Street and College Street West intersection improvements and Sidney Street widening from College Street West southerly to the CN Rail Bridge. This Study will develop and evaluate alternatives for the roadway cross section, intersections, active transportation and drainage, and will determine property acquisition requirements to implement the proposed project.

This Study will complete all phases of the Municipal Class EA by establishing the need and justification for the project, considering all alternatives and proactively involving the public and stakeholders in defining a recommended plan for improvements.

This Study is being completed as a Schedule 'B' undertaking, based on the range of anticipated effects. **A draft Study Design describing the study process has been made available for agency and public comments. It is available at the Resource Table.**



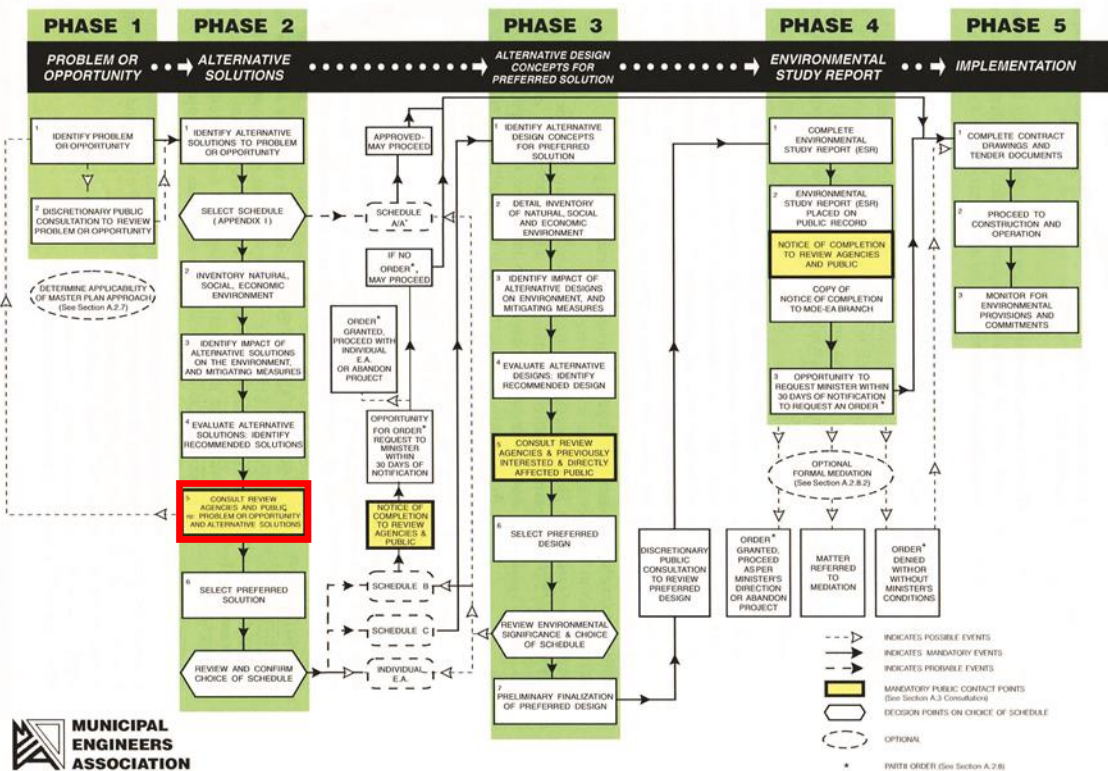
## Municipal Class Environmental Assessment (EA) Process

This project is being undertaken as a Schedule “B” Class EA in accordance with the Municipal Class Environmental Assessment, 2011 and amended in 2015, a copy of which is available at the Resource Table.

The EA study will culminate in the delivery of a Project File, which is a detailed compilation of all public consultation, data and reports produced for the project.

If after viewing the PIC exhibits and making your concerns known to the project team, you still have concerns at the end of the process, you have the right to request the Minister of the Environment, Conservation and Parks to reclassify the project through a Part II order (or “bump-up”) to a Schedule C or Individual Environmental Assessment.

*NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA*



Study process is here (PIC No.1)



## **Need and Justification**

### Sidney Street/College Street West Intersection Improvements

Traffic volumes on Sidney Street and College Street West have significantly increased over time. Sidney Street is a major north-south arterial road and requires improvements to the capacity and safety of the intersection, including consideration of active transportation (human powered modes of travel such as walking or cycling) and compliance with the Accessibility for Ontarians with Disabilities Act (AODA).

### Sidney Street Corridor Improvements

The Study Area contains new developments including a new Belleville Police Services building and campus style apartment complexes, as well as existing residential properties fronting Sidney Street. Improvements to the Sidney Street corridor are required to provide safe access to these land uses.

Alternatives must also consider active transportation improvements, AODA compliance and winter maintenance.

## Environmental Inventories

### **Land Use Planning**

The land uses in the Study Area are predominantly residential and commercial, with little in the way of natural environment areas.

A copy of the Land Use Planning Report can be found on the Resource Table

### **Cultural Heritage**

An initial screening of the Study Area revealed that no cultural heritage potential exists.

### **Natural Heritage Study** (Completed in July 2018 by Ainley)

“Based on the review of the background information, and the field visits completed in 2018, the proposed localized widening of Sidney Street is not anticipated to impact natural heritage features (including SAR, Provincially Significant Wetlands, ANSIs, etc.) provided the above noted mitigation measures are implemented during construction.”

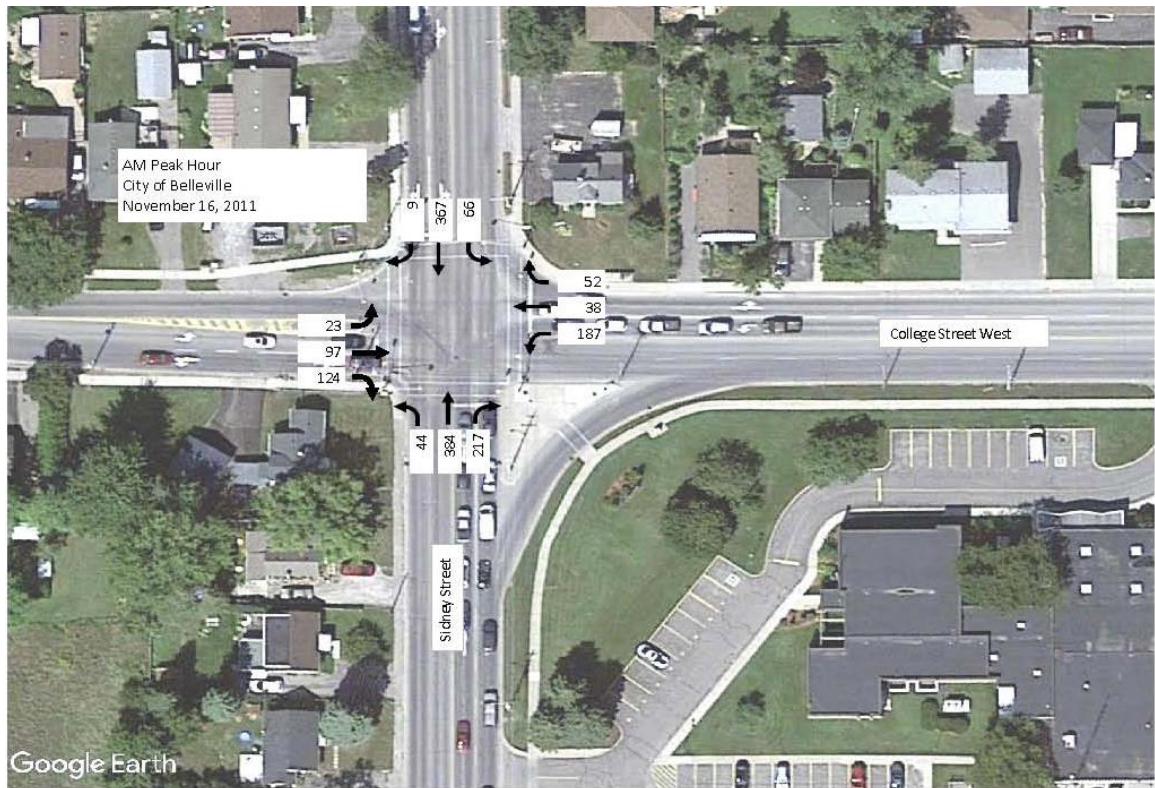
A copy of the report can be found on the Resource Table.

### **Stage 1 Archaeological Assessment** (Completed in April 2018 by Past Recovery Archaeological Services Inc.)

“No further archaeological assessment of the study area, as presently defined, is required prior to the initiation of construction activities associated with the proposed improvements to Sidney Street.”

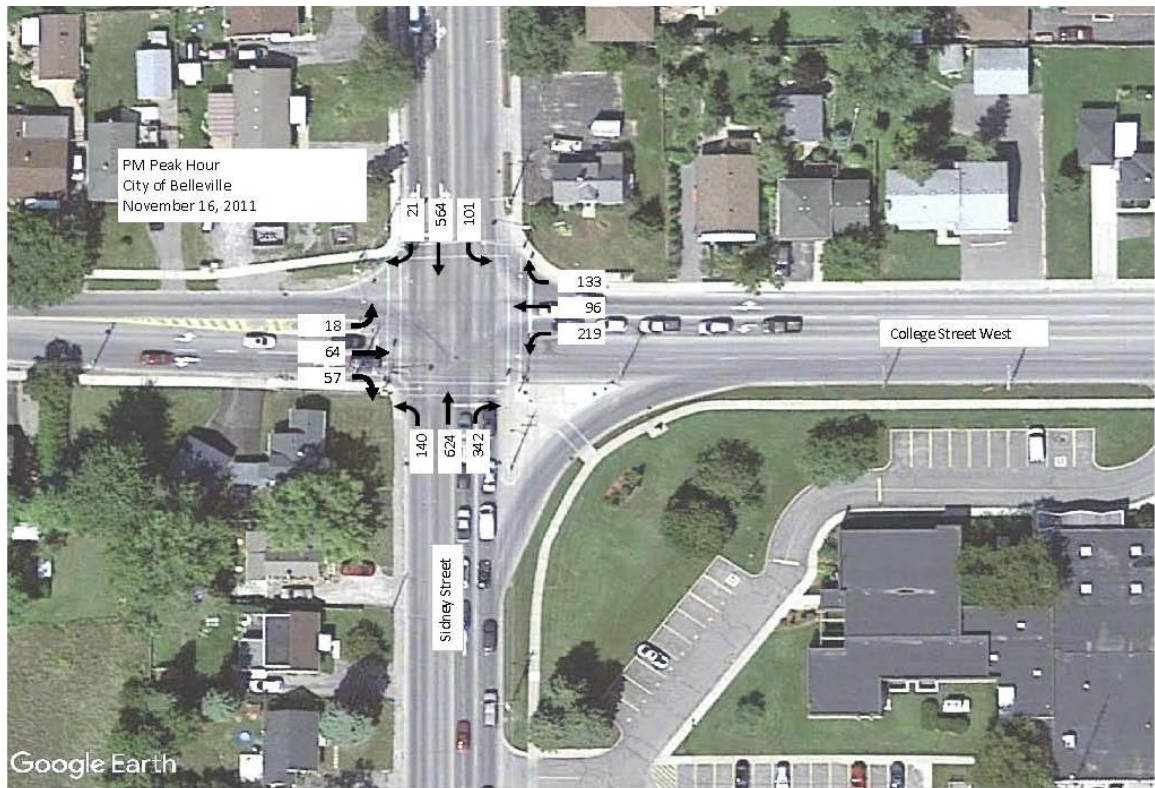
A copy of the report can be found on the Resource Table.

## Traffic – AM Peak Hour





## Traffic – PM Peak Hour



## Alternative Planning Solutions

In determining the preferred planning alternative for the City, Alternative Planning Solutions were developed and analyzed including:

1. Do Nothing,
2. Transportation Demand Management,
3. Limit Development, and
4. Provide New or Improved Transportation Infrastructure.

**The “Do Nothing” Alternative** – The Do Nothing Alternative must be considered, as mandated by the Class EA. It represents a baseline from which other approaches can be compared. This alternative does not provide improvements to vehicular or active transportation. It has no capital cost or environmental effects, and does not support the objectives of the study.

**Transportation Demand Management (TDM)** – This strategy would reduce vehicular demand, and encourage alternative work hours, work at home, more active modes of transportation (cycling and walking) and the use of transit. This alternative is not recommended to be carried forward as a standalone solution, and is considered as a complementary solution to the solution carried forward.

**Limit Land Use Planning** – This strategy would be an approach that would limit any new residential, commercial or industrial development and therefore reduce the generation of new trips. This alternative does not provide a solution for existing delays and safety concerns, on the existing transportation network. In addition, restricting development does not align with the City’s planning objectives.

**Provide New or Improved Transportation Infrastructure** – This strategy would be to improve the existing Sidney Street/College Street West intersection to accommodate active transportation and to widen Sidney Street. This solution is consistent with the City’s Official Plan.

**Provide new or improved infrastructure is recommended to be carried forward as the preferred planning solution.**



## Preliminary Design Alternatives

Preliminary design alternatives are site specific design solutions, generated to implement the recommended planning solution.

The extensive list of preliminary design alternatives includes:

### **Alignment Alternatives**

Three alignment alternatives are considered for the widening of Sidney Street including:

- Alternative 1: Widening to the east
- Alternative 2: Widening on the centre
- Alternative 3: Widening to the west
- Alternative 4: Combination widening to the east and west

### **Intersection Alternatives**

The Sidney Street/College Street West intersection is currently a 4-way signalized intersection. Intersection alternatives at Sidney Street/College Street West will consider:

- Conventional signalized intersections with left turn lanes and/or right turn lanes;
- Roundabout intersection control as:
  - Alternative a: 2-lane roundabout
  - Alternative b: 2-Lane N-S / 1-Lane E-W Roundabout

These alternatives are illustrated on the following exhibits.



Alternative 1: Widening to the East

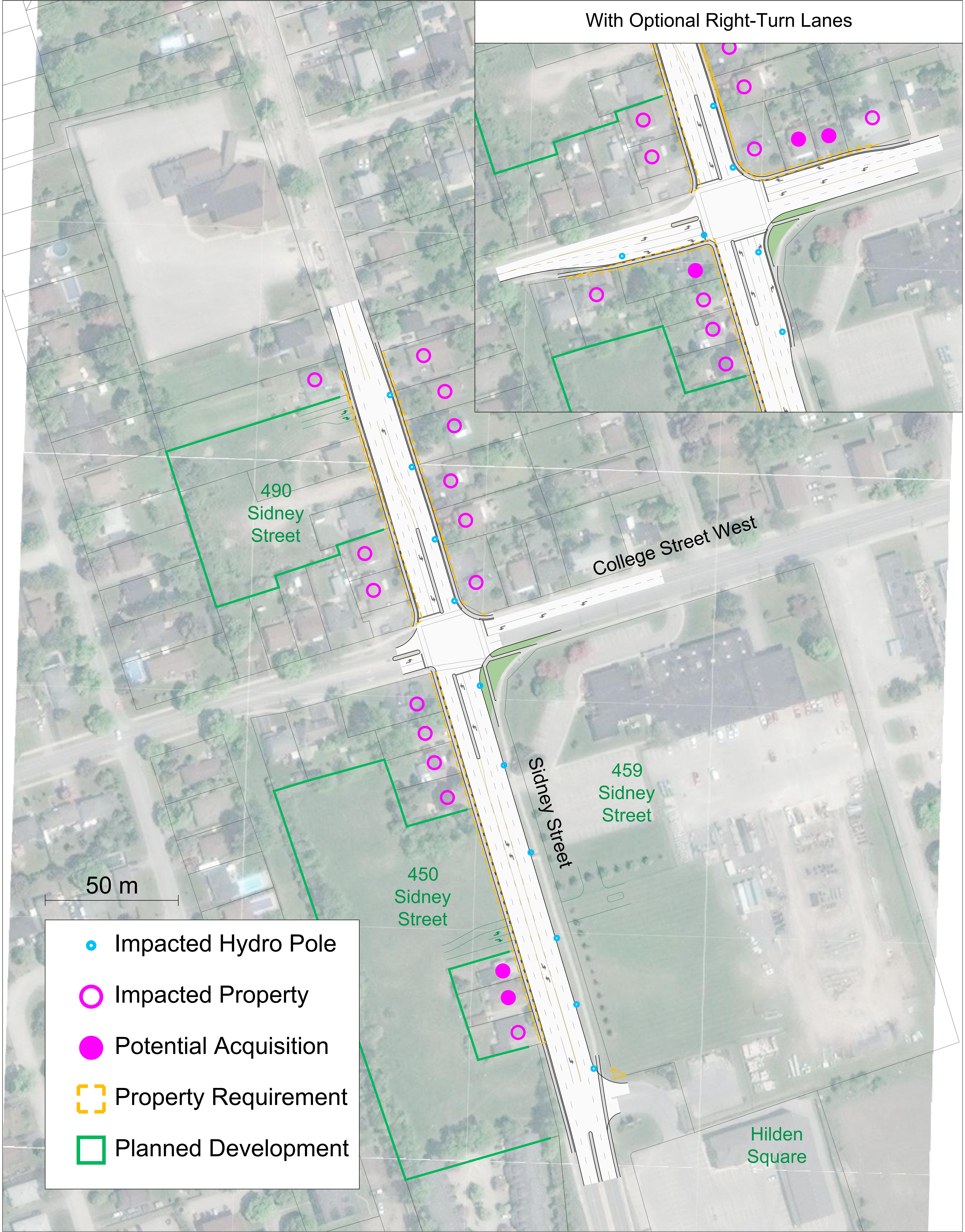
With Optional Right-Turn Lanes





Alternative 2: Widening on the Centre

With Optional Right-Turn Lanes



50 m

- Impacted Hydro Pole
- Impacted Property
- Potential Acquisition
- Property Requirement
- Planned Development



Alternative 3: Widening to the West

With Optional Right-Turn Lanes

50 m

- Impacted Hydro Pole
- Impacted Property
- Potential Acquisition
- Property Requirement
- Planned Development

490  
Sidney Street

College Street West

Sidney Street

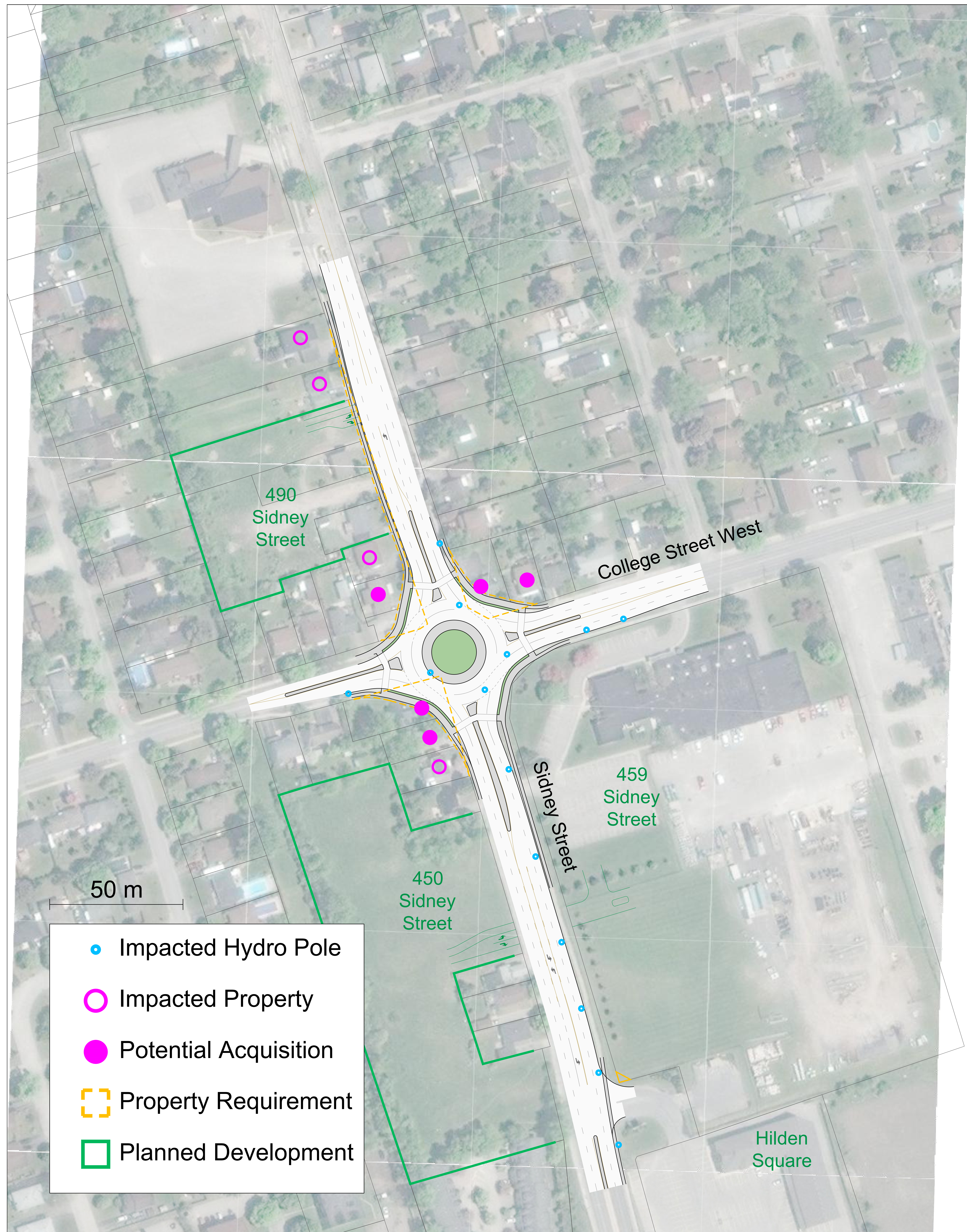
459  
Sidney Street

450  
Sidney Street

Hilden  
Square

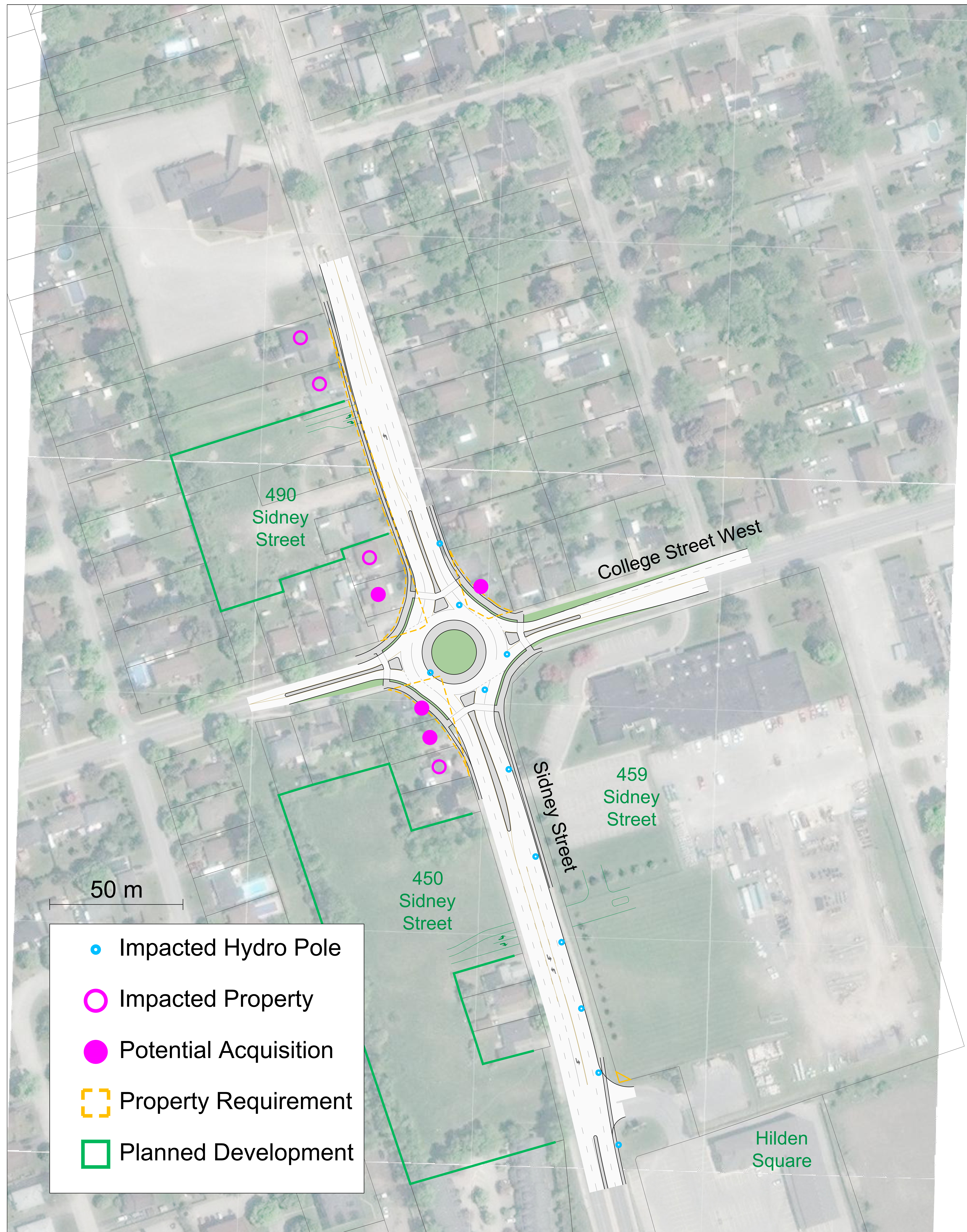


## Alternative 4Da: 2-Lane Roundabout





# Alternative 4Db: 2-Lane N-S / 1-Lane E-W Roundabout





## Schedule

### Following this meeting we will:

- Review all PIC No. 1 Comments
- Evaluate Intersection and Cross Section Alternatives
- Host PIC No. 2 – Winter 2019
- Finalize the Recommended Plans
- File the Project File – Spring 2019
- Preliminary Design – Complete Spring 2019

### How Can You Remain Involved in the Study?

- Request that your name/e-mail be added to the mailing list
- Provide a completed comment sheet
- Contact the City's representative or the consultant at any time

Any of our representatives that are present can assist you with the above activities.

**Thank you for your participation in tonight's meeting. Your input into this study is valuable and appreciated.**

**Please provide your completed comment form on or before November 8, 2018.**

All information is collected in accordance with the *Freedom of Information and Protection of Privacy Act*.

## Resource Table

### List of resources on this table:

Natural Heritage Report (Ainley)

Archaeology Report (Past Recovery Archaeological Services)

Municipal Class EA

Land Use Planning Report

Draft Study Design

Transportation Master Plan (TMP)