



City of Belleville  
Sidney Street/College Street West Intersection  
Improvements and Sidney Street Widening Class  
Environmental Assessment and  
Preliminary Design

**PIC No. 2 Summary Report**



June 18, 2019

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## 1.0 Introduction

The City of Belleville has initiated this Municipal Class Environmental Assessment (EA) for the Sidney Street and College Street West intersection improvements and for the widening of Sidney Street 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 features, and drainage, and determine the property requirements to implement the project.

The Study Area is located in the City of Belleville, as illustrated in **Figure 1**, and includes the Sidney Street/College Street West intersection.

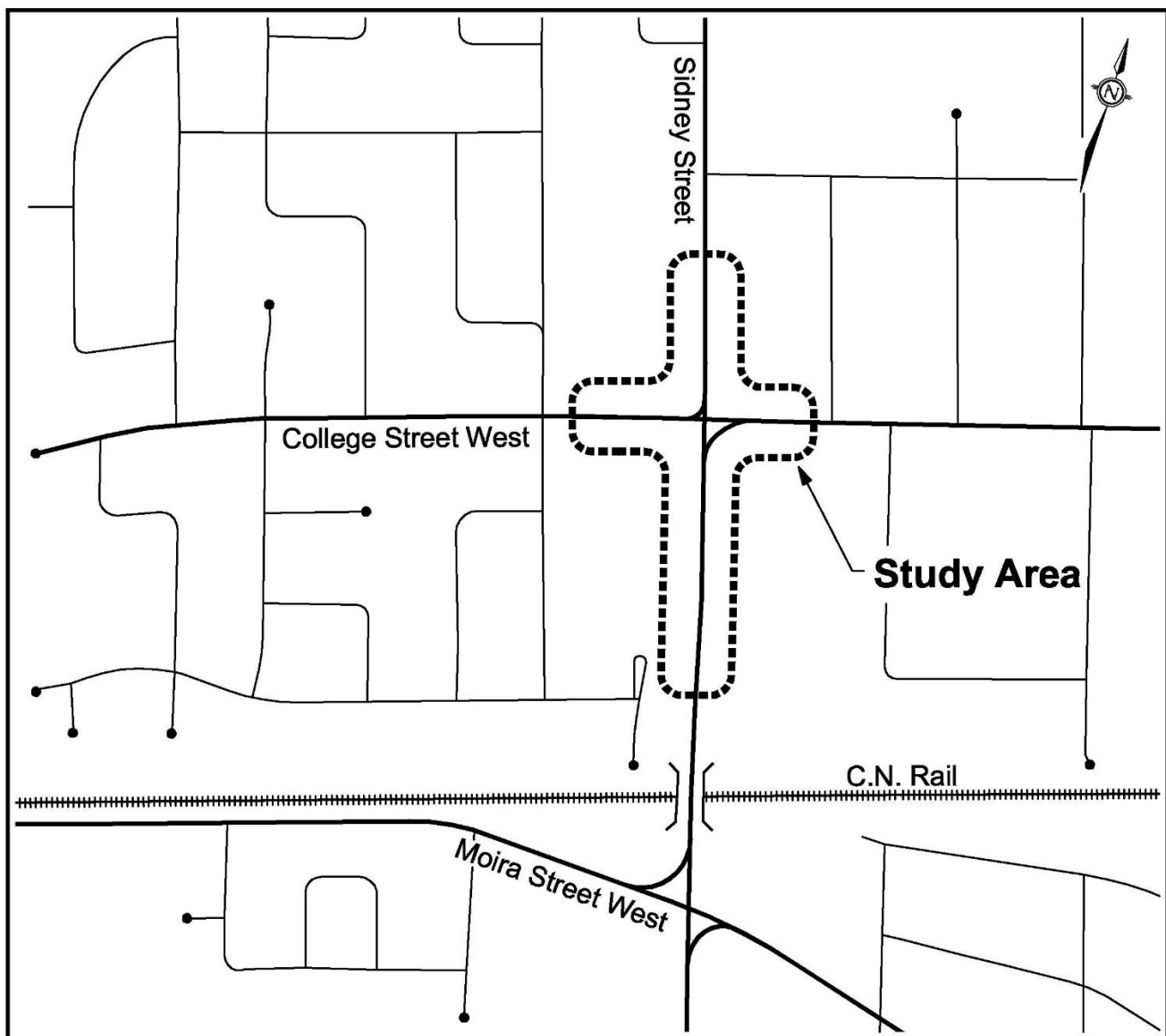


Figure 1: Study Area

The second Public Information Centre (PIC) for this project was held as follows:

**Date:** Thursday, May 2, 2019

**Time:** 5:30 pm – 8:00 pm

**Location:** Parkdale Community Centre (119 Birch Street, Belleville, Ontario)

The PIC presented the following:

- Project goals and the Problem and Opportunity Statement;
- Municipal Class EA Process;
- Preliminary Design Alternatives;
- Evaluation of Alternatives;
- Technically Preferred Alternative; and
- Next Steps.

Consultant and City staff members were available to respond to any inquiries.

All members of the public and interest groups were invited to the second PIC to view the presentation material and to discuss the project with the consultant representatives.

Seventeen (17) people registered at the PIC. Each person was encouraged to provide a written response to any issues or concerns.

## 2.0 Public and Agency Consultation

One of the key aspects of the project is to provide the public, interested parties, affected agencies and stakeholders with the opportunity for input. In order to ensure this objective is met, a public and agency notification program was undertaken. The program includes a number of communication mechanisms, discussed in the following sections. A final Study Design Report is available on the project website.

### 2.1 Newspaper Notice

Notice of the second PIC was advertised in the local newspaper (The Intelligencer) on Tuesday, April 23, 2019 and Friday, April 26, 2019. Notices were sent out to the mailing list of agencies, stakeholders and utilities. Notices were also sent out by mail to local residents within the Study Area. A copy of the notice can be found in **Appendix A**.

### 2.2 Agency and Stakeholder Contacts

Notice PIC No. 2 was issued in advance of the PIC to agencies, stakeholders and interest groups including:

- Ministry of Tourism Culture and Sport
- Ministry of Transportation, Eastern Region
- Ministry of Energy and Infrastructure
- Fisheries and Oceans Canada
- Ministry of Natural Resources and Forestry
- Quinte Conservation Authority
- Ministry of Environment, Conservation and Parks
- Canada Post Corporation
- City of Belleville Fire Department
- County of Hastings
- EMS County of Hastings
- Belleville Police Services
- Quinte Conservation Authority
- Heritage Belleville
- Canada Post Corporation
- City of Belleville Police Department
- Veridian Connections
- Cogeco
- Bell Canada
- Hydro One Networks Inc.
- Union Gas Ltd.
- TransCanada Pipelines Inc.
- Trans-Northern Pipelines Inc.
- Enbridge Pipelines Inc.
- Union Gas Ltd.
- TransCanada
- Northumberland Grain Inc.

### 2.3 Indigenous Peoples

Indigenous Peoples groups that were contacted include:

- Hiawatha First Nation
- Alderville First Nation
- Metis Nation of Ontario
- Mohawks of the Bay of Quinte
- Chippewas of Georgina Island
- Mississaugas of Scugog Island
- Curve Lake First Nation
- Kawartha Nishnawbe First Nations

- Peterborough and District Wapiti Métis Council
- Ministry of Aboriginal Affairs
- Office of Federal Interlocutor for Metis and Non-Status Indians
- Assembly of First Nations
- Chiefs of Ontario
- Indian and Northern Affairs Canada

### 3.0 PIC Comments

Sixteen (16) display panels/boards were set up around the perimeter of the room, to be viewed at leisure. Comment sheets were also available for attendees to provide comments at the PIC or to take home and submit during the subsequent comment period. Copies of the PIC No. 2 presentation boards are provided in **Appendix B**.

A total of six (6) comment sheets were received at the PIC. Copies of the comments, excluding personal information, are provided in **Appendix C**. The results of the comments and discussions are summarized in the following sections.

#### 3.1 Summary of Comments

The results of the comments received and verbal discussions held at the Public Information Centre are summarized below in Table 1 by general subject matter.

<b>Table 1: Summary of Written Comments                      Public Information Centre No. 2                      May 2, 2019</b>		
<b>Comment</b>	<b>Number of Respondents</b>	<b>Comment Sheet No.</b>
Support for Technically Preferred Alternative	4	1, 3, 4, 5
Concern for additional widening on property	2	2, 6
Concern for noise impacts of road widening and proximity to houses	1	2
Would the city consider purchasing the property for sliver widenings?	1	2
Would like to see trees replanted if they need to be removed	1	6

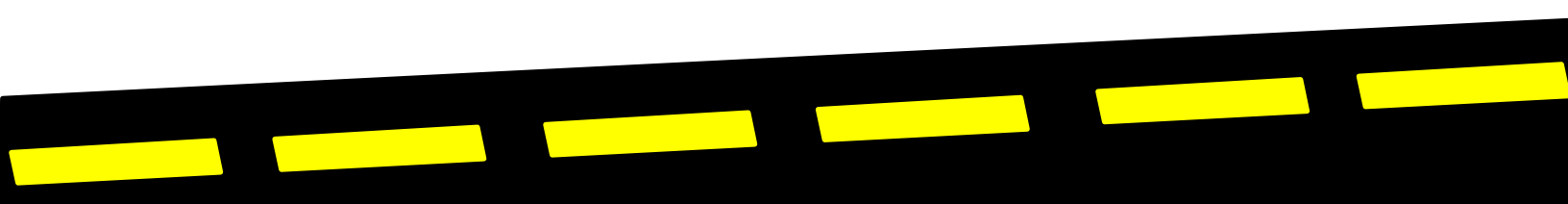
#### **4.0 Conclusions**

There was overall support for a conventional signalized intersection at Sidney Street/College Street West. Two refinements will be investigated for the east to south right-turn lane from College Street West to Sidney Street. The first refinement was requested to assess whether it is possible to defer demolition of the dwelling unit building and accommodate continued use of the house for an interim time period. The second refinement was requested to assess whether the right-turn lane could be modified to eliminate the property requirements at 235 College Street West.



# Appendix A

## Newspaper Notice





## Notice of Public Information Centre No. 2 City of Belleville

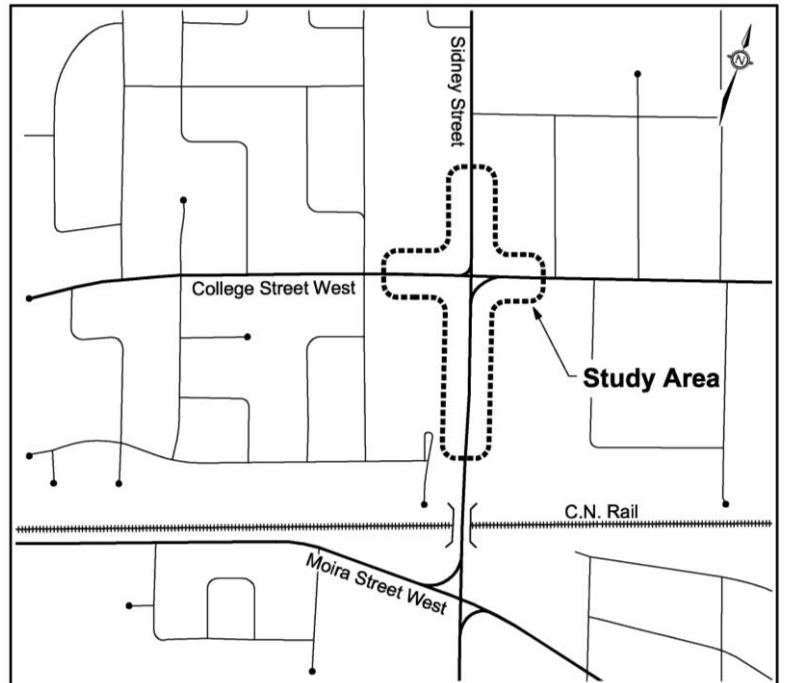
### Sidney Street/College Street West Intersection Improvements and Sidney Street Widening Environmental Assessment Study

#### INTRODUCTION

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#### STUDY PROCESS

The Sidney Street/College Street West EA Study is being conducted as a Schedule B EA Study under the *Municipal Class Environmental Assessment (2007)*, as amended in 2015. The Study will complete Phases 1 and 2 of the Class EA Process by establishing the need and justification for the project, considering all reasonable alternatives with acceptable effects on the natural, social and cultural environments, and proactively involving the public.



#### PUBLIC CONSULTATION

The second Public Information Centre will be held to present the Technically Preferred Alternatives for the study improvements as follows:

- Date:** Thursday May 2, 2019  
**Time:** 5:30 pm – 8:00 pm  
**Location:** Parkdale Community Centre, 119 Birch Street, Belleville, Ontario

The Public Information Centre will be an open house format. As no formal presentations will be made; members of the public are encouraged to attend at their convenience to view project information and ask questions.

There is an opportunity at any time during the Class EA process for interested persons to provide comments. All information will be collected in accordance with the Freedom of Information and Protection of Privacy Act (2009). With the exception of personal information, all comments will become part of the public record. Persons will be advised of future communication opportunities by electronic notice. The final Study Design, notices and updates will be posted on the City's website <http://www.city.belleville.on.ca/>

For more information, or if you wish to be placed on the study's mailing list, contact either:

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Tel: 613-968-6481  
Email: [bsimpson@city.belleville.on.ca](mailto:bsimpson@city.belleville.on.ca)

This notice issued April 23, 2019.



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This notice issued April 20, 2019.

YOU

TUESDAY, APRIL 23, 2019 THE INTELLIGENCER A5

YOU

# He loves Lucy

Author says his new self-help book is humorous, but it's also sincere

**Lessons From Lucy: The Simple Joys of an Old, Happy Dog**  
Dave Barry  
Simon & Schuster

**ALLISON KLEIN**

Dave Barry's new book, *Lessons From Lucy: The Simple Joys of an Old, Happy Dog* came out this month. It's a self-help book from a humorist who is openly skeptical about self-help books. The lessons he learns from his dog Lucy include making new friends, deciding to have fun and not "developing an instantaneous hatred for people I don't know."

We talked with him about why he wrote it, what he learned from it and whether he should change his public persona from funnyman who tells booger jokes to enlightened self-help guru who practises yoga. (He does not



Dave Barry says he became a better person writing his new book. **JASON CONNELL/GETTY IMAGES**

do yoga.)

**Q Are you now a self-help guru?**

**A** I'm not known for writing self-help books. Usually when someone is done reading my books they'll say, "That didn't help me at all." People are usually stupider after reading my books.

**Q Even if you're not a self-help**

**guru, does this book change your public persona from a funnyman who likes booger jokes?**

**A** Nah. It's been too many years of booger jokes.

**Q Will reading it make me a**

**better person?**  
**A** Yes, definitely. Much better. You're not a very good person right now, I can tell. You need three or four copies of it.

say they are wise.

**Q Did anything surprise you as you tried out Lucy's lessons?**

**A** The thing I found most difficult is making friends. I'm not good at it, but I'm making more of an effort. It doesn't come naturally to me. I'm shy. I've worked at it, and I have made a few new friends. I'm not going to name any names, but I have been more open to having new friendships.

**Q In the book you write about being more present with your family and letting go of anger, not being so quick to be critical of other people. How was it for you being introspective?**

**A** Whenever I get introspective, I worry because the humour mentality is you're always working to the next laugh. If you're not, you worry you're going to blow the audience.

With the book, I tried really hard to make it funny, but there's still me sincerely in there. I thought people would say, "Aw, he's turned into a sap in his old age." I don't think I have turned into a sap in my old age. If anybody thinks that, I'd like them to confront me, and I'm willing to fight about it.

**Q Is Lucy getting any of the proceeds from this book?**

**A** She is not. She is getting fed on a regular basis, she is getting a lot of scratching and I pretend I want her ball. That's all she wants out of life.

**Q If readers have one take-away from your book, what do you want it to be?**

**A** Try to live in the moment and also have some perspective about what's going on in your life. Especially now, as a nation, we're kind of insane. Everybody is angry and they're dividing the world into friends and enemies. You can't possibly be my friend if you don't have all the correct views. Instead of saying, "Hey I have my health and people around me I love and that's pretty great." We don't seem to be a very calm country right now. I wish people would be more aware of what's good in their lives.

## Belleville and Area Forecast



**TODAY:**  
Normal High ..... 13.3°  
Normal Low ..... 3.0°  
Record High ..... 26.2° (2001)  
Record Low ..... -3.7° (1941)

**CANADA'S MOST INFLUENTIAL WEATHER BRAND**

The Weather Network has the experts and technology to help you plan your day.

**The Weather Network**



United States	tomorrow	New Orleans	cloudy	20/13	Buenos Aires	p. cloudy	21/17	
Atlanta	p. cloudy	27/14	New York	ms. sunny	19/8	Dublin	showers	14/8
Atlanta City	p. cloudy	24/10	Chicago	p. cloudy	30/19	Winnipeg	showers	20/25
Boston	showers	17/6	Philadelphia	ms. sunny	21/9	Madrid	showers	17/9
Buffalo	p. cloudy	8/4	Phoenix	sunny	33/22	Jerusalem	p. cloudy	20/13
Chicago	p. cloudy	13/9	Pittsburgh	p. cloudy	18/8	Kiev	p. cloudy	20/6
Cleveland	ms. sunny	11/6	Salt Lake City	ms. sunny	19/10	Lubbock	p. cloudy	16/11
Dallas	rain	25/18	San Francisco	sunny	18/12	London	showers	18/11
Denver	ms. sunny	22/8	Seattle	sunny	15/6	Madrid	rain	10/8
Delaware	sunny	15/8	Tucson	ms. sunny	30/19	Moscow	ms. sunny	20/8
Honolulu	showers	29/22	Washington	p. cloudy	25/13	New Orleans	sunny	41/27
Indianapolis	showers	17/13	The World	tomorrow		Paris	showers	17/11
Los Angeles	sunny	28/16	Amsterdam	showers	23/11	Perth	sunny	27/17
Las Vegas	sunny	32/20	Athens	p. cloudy	20/13	Rome	p. cloudy	20/14
London	showers	17/13	Bangkok	p. cloudy	37/20	Singapore	showers	30/27
Los Angeles	sunny	28/16	Beijing	ms. sunny	17/9	Taipei	p. cloudy	25/16
Madrid	rain	25/18	Berlin	p. cloudy	23/13	Tokyo	showers	21/18
Manila	p. cloudy	28/21	Brisbane	p. cloudy	20/10	Wellington	rain	41/12
Memphis	p. cloudy	20/10						
Miami Beach	p. cloudy	27/18						

### Notice of Public Information Centre No. 2

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This notice issued April 20, 2019.

# BLAZING TRAIL FOR MUSLIM GIRLS

U.S. college golfer in hijab overcoming racist obstacles to lead by example

ERIC OLSON

LINCOLN, NEB. — Noor Ahmed outwardly lives her Muslim faith, and even growing up in a state as diverse as California she says she encountered hostility on the street, in school and on the golf course.

One of the top junior golfers in Northern California coming out of high school, Ahmed was a starter in her first year at Nebraska and the No. 2 player most of this spring. She is believed to be the only golfer at the college level or higher who competes in a hijab, the headscarf worn in adherence to the Muslim faith.

Arriving in Lincoln two years ago, Ahmed sensed hesitancy from teammates mostly from small Midwestern towns and unaccustomed to seeing a woman in a hijab. She didn't feel embraced until an unfortunate yet unifying event roiled the campus midway through her freshman year.

A video surfaced of a student claiming to be the "most active white nationalist in the Nebraska area," disparaging minorities and advocating violence. The student, it turned out, was in the same biology lecture class as Ahmed.

Teammates offered to walk with her across campus, and one who would become her best friend, Kate Smith, invited Ahmed to stay with her. She didn't accept but was heartened by the gesture.

"That," Smith said, "was when she realized how much each and every one of us care for her on the team, that it wasn't just like, 'Hey you're our teammate.' No, it's 'We want you to be safe, we want you to feel at home here.'"

Having grown up in the post-9-11 era, Ahmed, like many Muslims in the United States, has been a target for bullying and verbal abuse. She began wearing the hijab in middle school.

On the course, in an airport or even walking across campus — she can feel the long stares and



Noor Ahmed, like many Muslims in the United States, has been a target for bullying and verbal abuse. She began wearing a hijab in middle school and hopes others are inspired to outwardly live their faith.

"I overheard, 'Why would Coach bring someone like that on the team?'"

"Luckily when she got here people could see her for who she was and the quality of person she was," Krapff said. "It took a while. It really did. You've got to get to know somebody, who they really are and not just what they look like."

Smith said she sometimes cringes when she and Ahmed are in a group and the conversation turns to politics, immigration or even fashion, like when someone innocently or ignorantly tells Ahmed that she would look good in a short dress or a certain hairstyle.

"She can never wear a short dress, so why would you want to depict her as that?" Smith said. "You have to respect her beliefs and why she's doing it. Also, I think a lot of things are connected to women's beauty standards and how people don't think she can look beautiful when she's covered. I think she's a really beautiful girl no matter how much skin she's showing."

For all the challenges Ahmed faced, there have been positives. Some people have complimented her for living her faith as she sees fit, a Muslim teen who golfs in a hijab and lives in the United Kingdom wrote to say she draws inspiration from her, and a player for another college team approached her at an event to tell her she recently converted to Islam and just wanted to say hi.

"I remember going and crying and, wow, I'm not alone out here," she said.

Ahmed said she's naturally shy and a bit uncomfortable with the attention, but she hopes Muslim girls coming up behind her are watching.

"I grew up never seeing anyone like me," she said. "Honestly, I didn't realize how much grief I was carrying, having never seen an image of myself or someone who looked like me in popular American culture. It's a big deal."

"Why are basketball and football

I've been called every racial slur in the book. I've been told explicitly that people who look like me don't play golf, we don't have a right to exist in America...

so heavily African-American? If I were black and I saw people who looked like me competing in that sport, that's probably the sport I would choose. I think it's really important when we're talking about trying to make golf and other sports and other areas in American culture diverse, how important it is to see someone who looks like you and how it will fuel other people's interest."

Ahmed started playing golf at age 8, and her parents encouraged her to take the sport to the highest level possible. Wearing the hijab has never interfered with her game and she has never considered not wearing it on the course.

"I think Muslim women who choose to observe it or choose not to observe it have the right to exist in any space they want to be in," she said, "and I would feel like I would be sending a message that the hijab doesn't exist in this place or it shouldn't, and I don't feel comfortable with that."

The Associated Press

notices the glances. She said she has never been physically threatened — "that I know of" — and that most of the face-to-face insults came before she arrived at Nebraska.

Much of the venom spewed at her now comes on social media. She has been the subject of several media profiles, and each sparks another round of hateful messages. She acknowledges she reads but doesn't respond to messages and that an athletic department sports psychologist has helped her learn how to deal with them.

"I've been called every racial slur in the book," she said. "I've been told explicitly that people who look like me don't play golf, we don't have a right to exist in America, you should go home. It would definitely faze me a little bit, but it never deterred me. I'm really stubborn, so I'm going to prove you wrong, just wait. When people think they're dragging me down, it kind of fuels the fire in me that I'm going to be a better golfer, I'm going to be a better student, I'm going to keep climbing up the ladder."

The daughter of Egyptian immigrants is from a close-knit family in Folsom, Calif., and she steeled herself for the cultural adjustment she would have to make at Nebraska.

She dealt with loneliness and anxiety, especially her freshman year.

She had difficulty finding a support network. There is a small Muslim community on campus, but she didn't immerse herself in it. The demands on athletes are great, and they are largely segregated, eating and studying in facilities separate from those used by regular students.

Nebraska coach Robin Krapff said she was initially concerned about how teammates would react to Ahmed. Krapff remembered meeting with her golfers and telling them about her.

"I could tell by a couple of the looks and maybe even a comment or two that they weren't 100 per cent comfortable with that," Krapff said. "A lot of our girls come from small-town communities that are very limited in their ethnicity. It's just the fear of the unknown. They had just never been exposed to being around someone from the Muslim faith."

Krapff said she saw a golfer or two roll their eyes, another shook her head.



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**Location:** Parkdale Community Centre, 119 Birch Street, Belleville, Ontario

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There is an opportunity at any time during the Class EA process for interested persons to provide comments. All information will be collected in accordance with the Freedom of Information and Protection of Privacy Act (2009). With the exception of personal information, all comments will become part of the public record. Persons will be advised of future communication opportunities by electronic notice. The final Study Design, notices and updates will be posted on the City's website <http://www.city.belleville.on.ca/>

For more information, or if you wish to be placed on the study's mailing list, contact either:

**Steve Taylor, P.Eng.**  
EA Project Manager  
BT Engineering Inc.  
100 Craig Henry Drive, Suite 201  
Ottawa, Ontario K2G 5W3  
Tel: 613-228-4813  
Email: steven.taylor@bteng.ca

**Barry Simpson**  
Senior Project Manager  
City of Belleville  
169 Front Street  
Belleville, Ontario K8N 2Y8  
Tel: 613-963-6481  
Email: bsimpson@city.belleville.on.ca

This notice issued April 20, 2019.

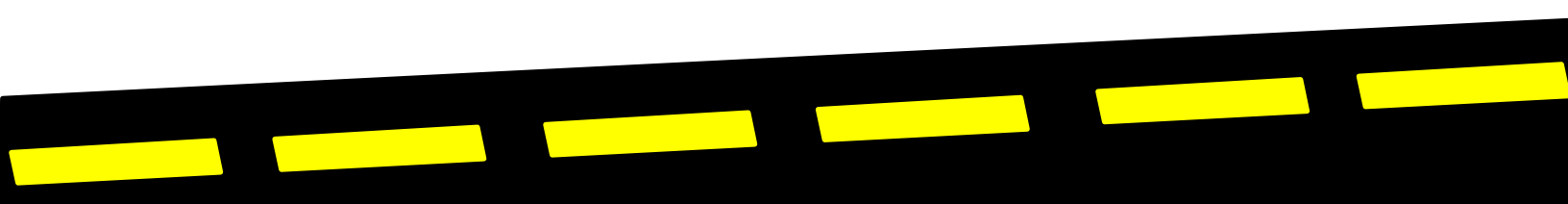






# Appendix B

## PIC No. 2 Presentation Boards





# Welcome!

## City of Belleville

### Sidney Street/College Street West Intersection Improvements and Sidney Street Widening EA Study

Welcome to the second Public Information Centre (PIC) meeting for the Sidney Street/College Street West Intersection Improvements and Sidney Street Widening Environmental Assessment 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 materials, background reports or any other aspect of the study, please speak to the City or Consultant 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/e-mail to the address at the bottom of the form by **May 17, 2019**.

There is an opportunity at any time during the Class EA process for interested persons to provide written input. 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.

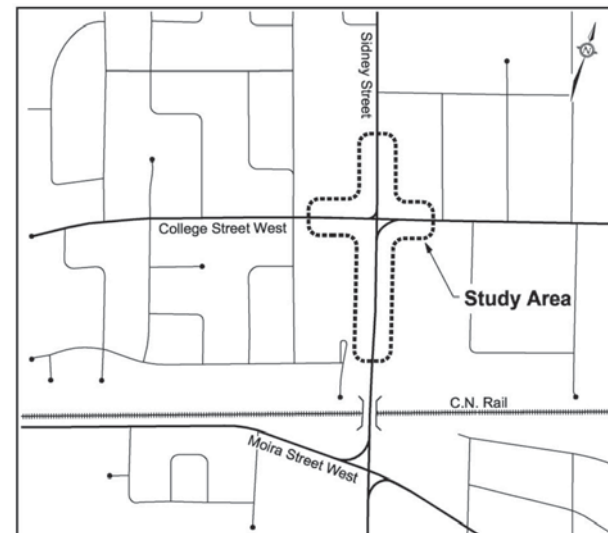


## Introduction

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 has developed and evaluated alternatives for the roadway cross section, intersections, active transportation, drainage, and property 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. **The Study Design describing the study process has been finalized and is available at the Resource Table.**



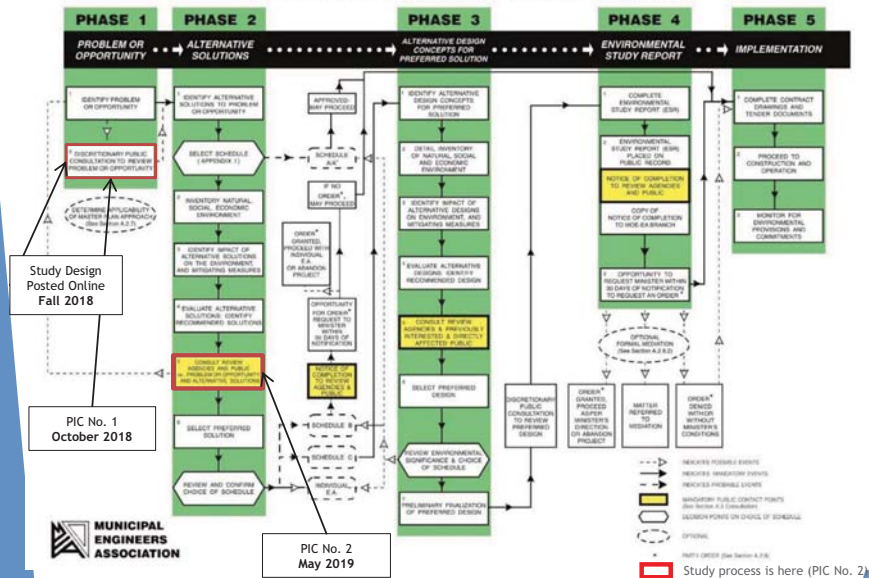
# Municipal Class Environmental Assessment (Class EA) Process

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 an Individual Environmental Assessment.

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



# Preliminary Design Alternatives

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

The preliminary design alternatives (shown at PIC No. 1) include:

## Alignment Alternatives

Four 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

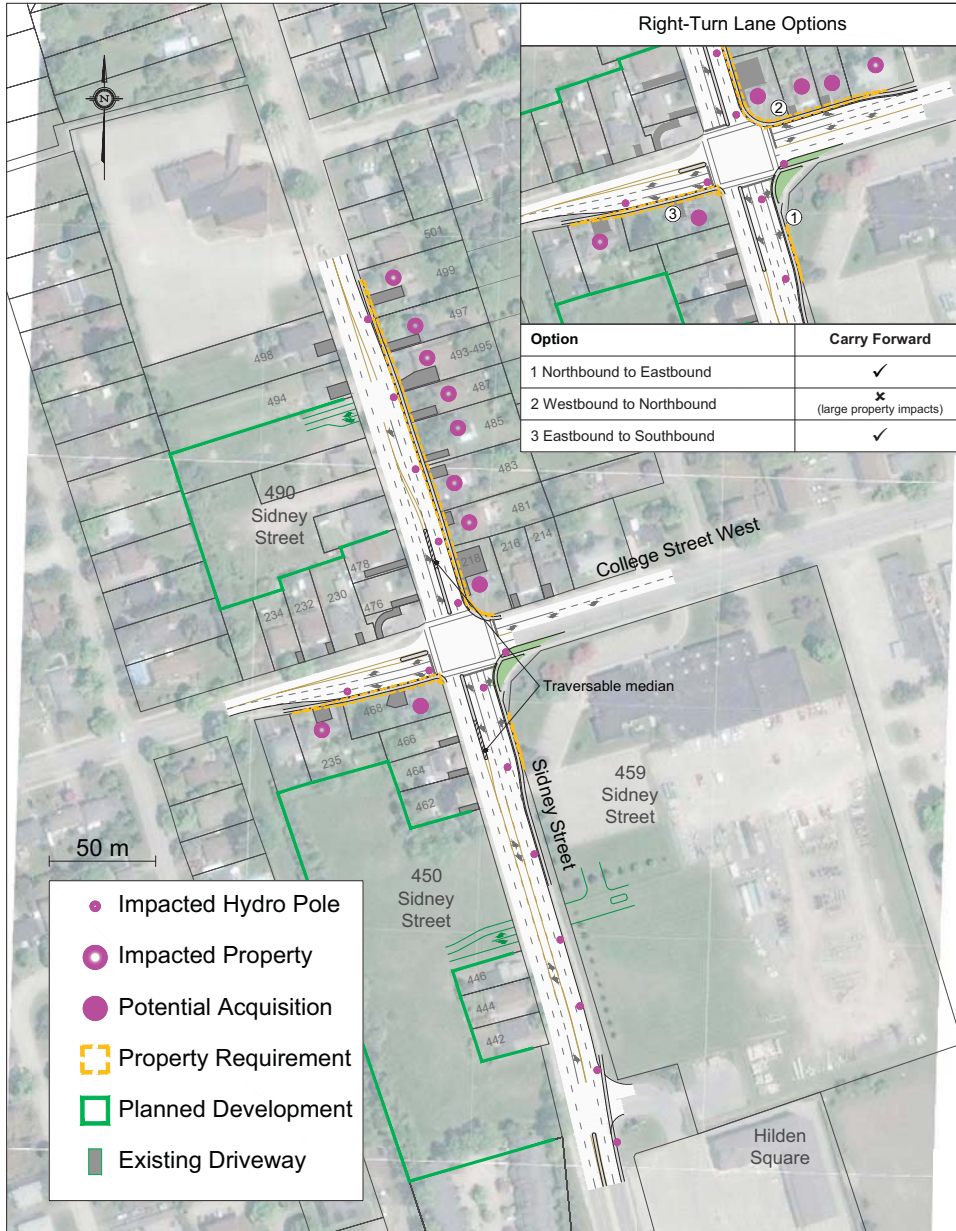
## Intersection Alternatives

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

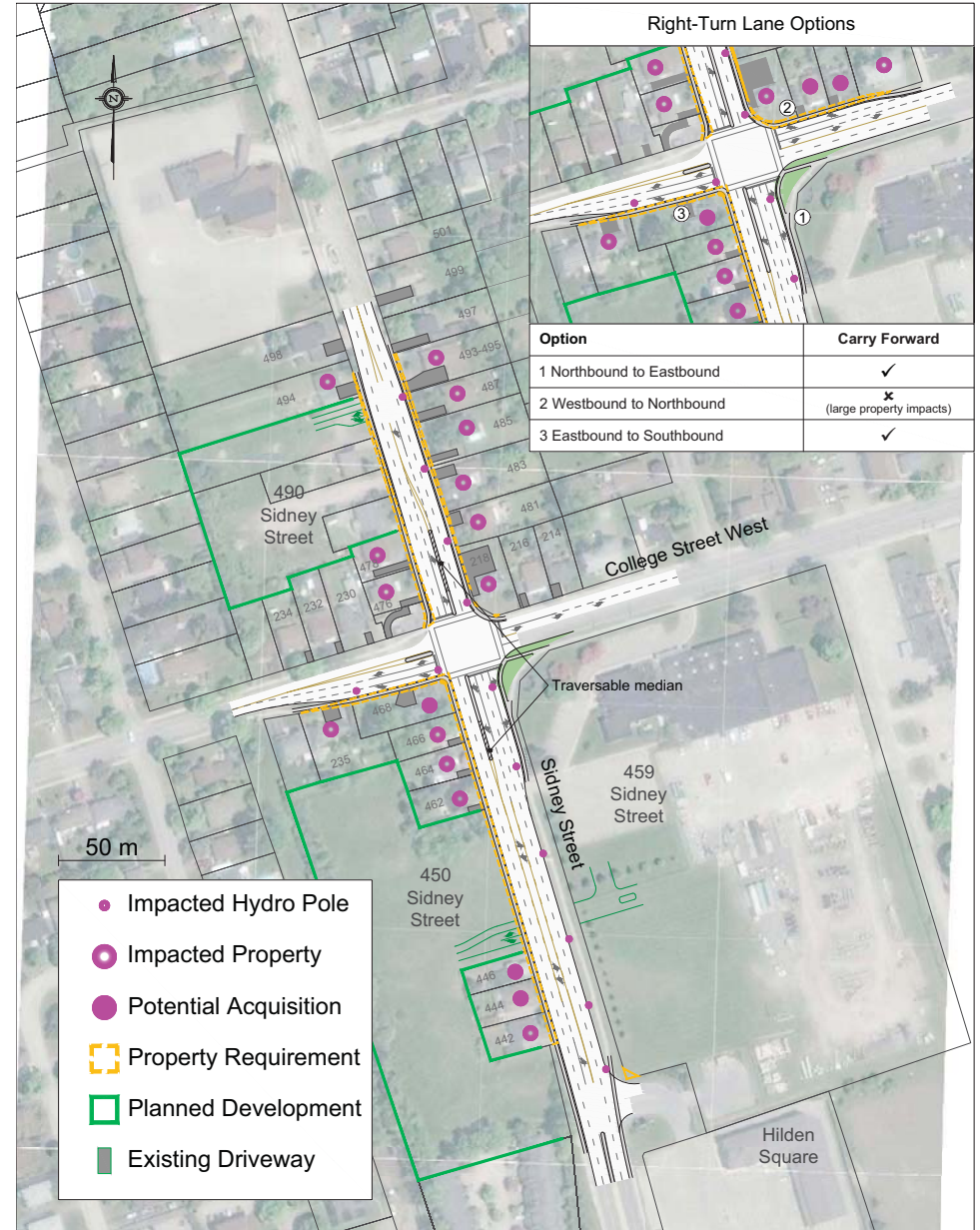
- ▶ Conventional signalized intersections with left turn lanes and/or right turn lanes;
- ▶ Roundabout intersection control as:
  - ▶ Alternative A: 2-Lane Roundabout
  - ▶ Alternative B: 2-Lane N-S / 1-Lane E-W Roundabout

These alternatives are illustrated on the following exhibits.

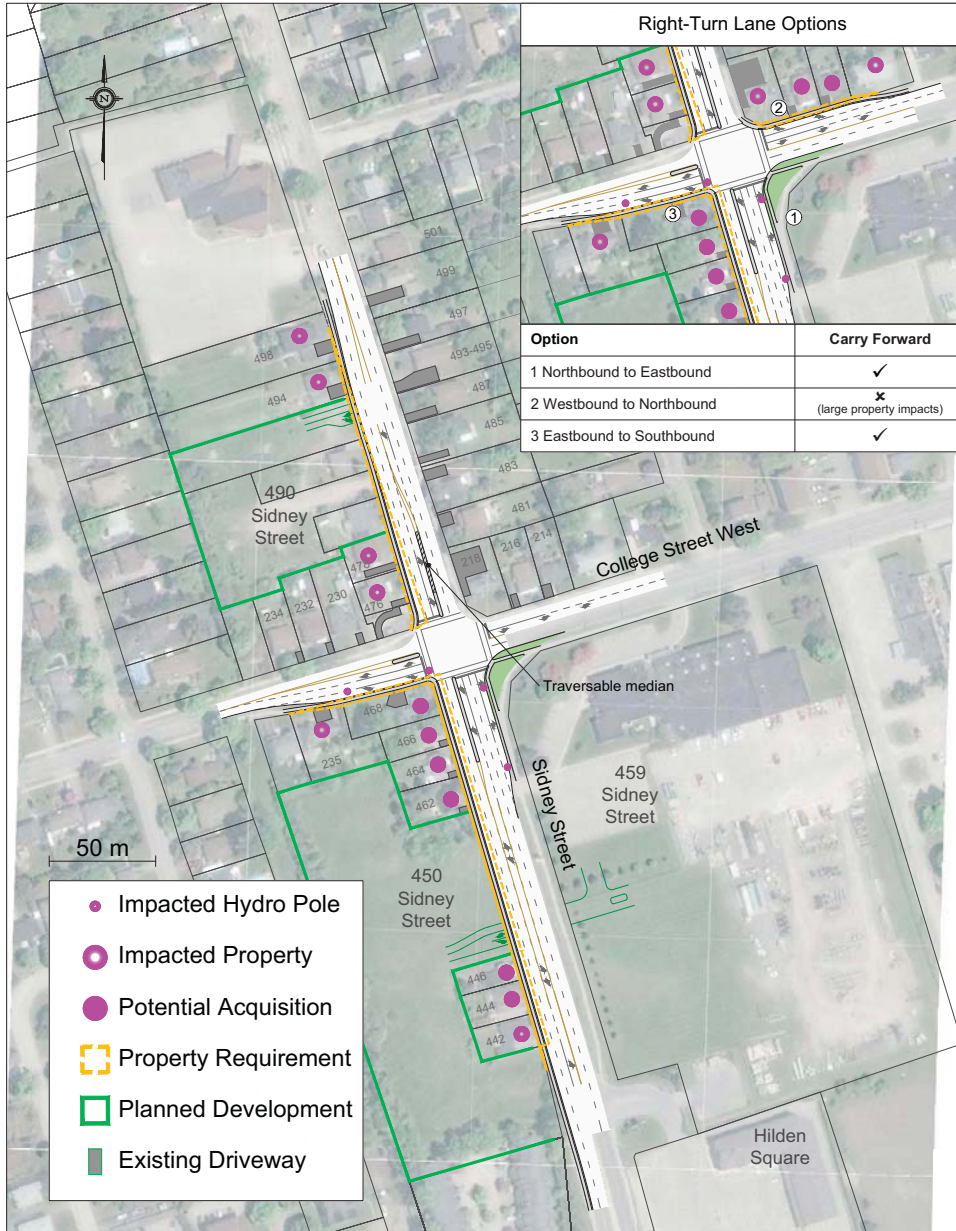
Alternative 1d: Conventional Signalization with Widening to the East



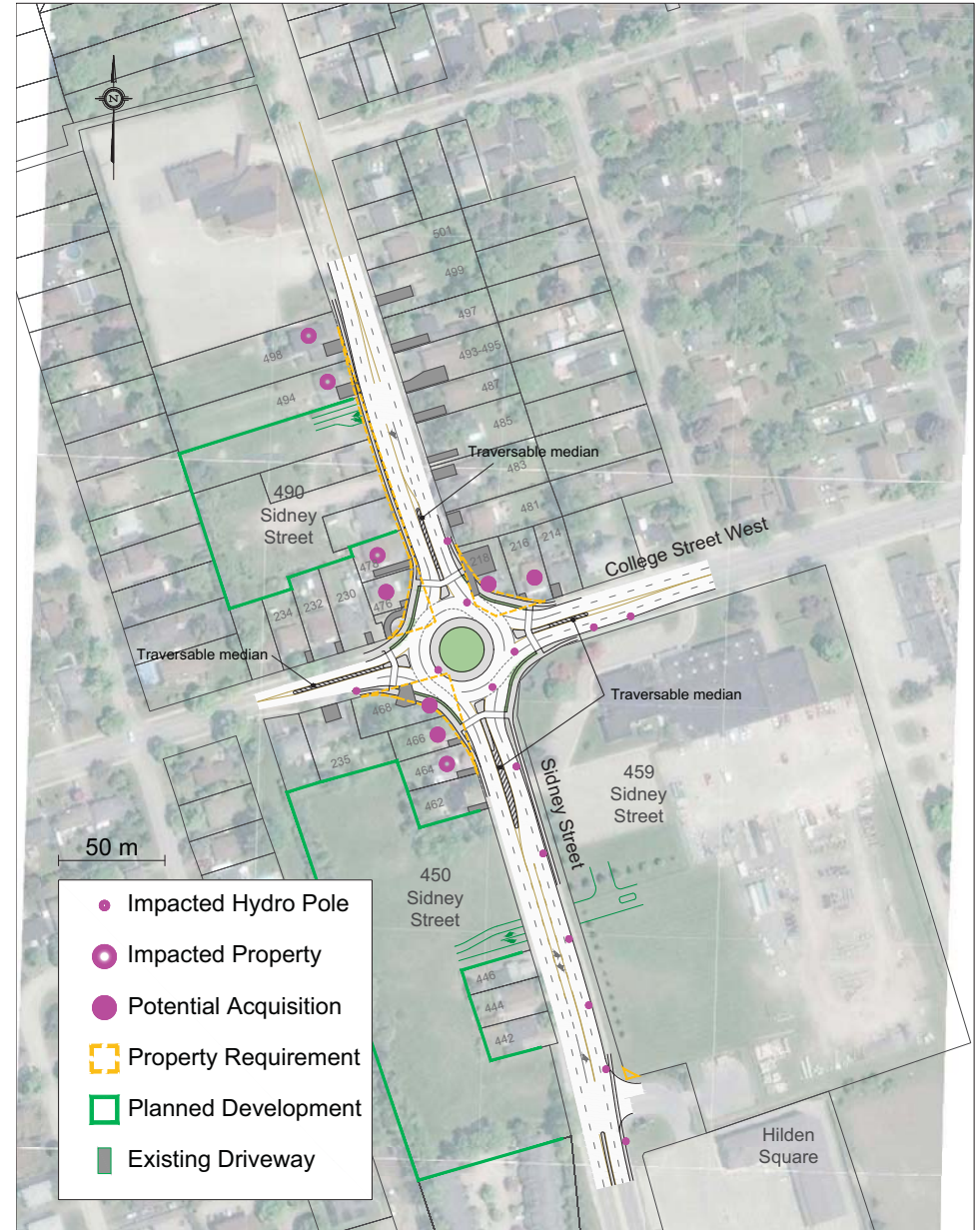
Alternative 2d: Conventional Signalization with Widening from the Centre



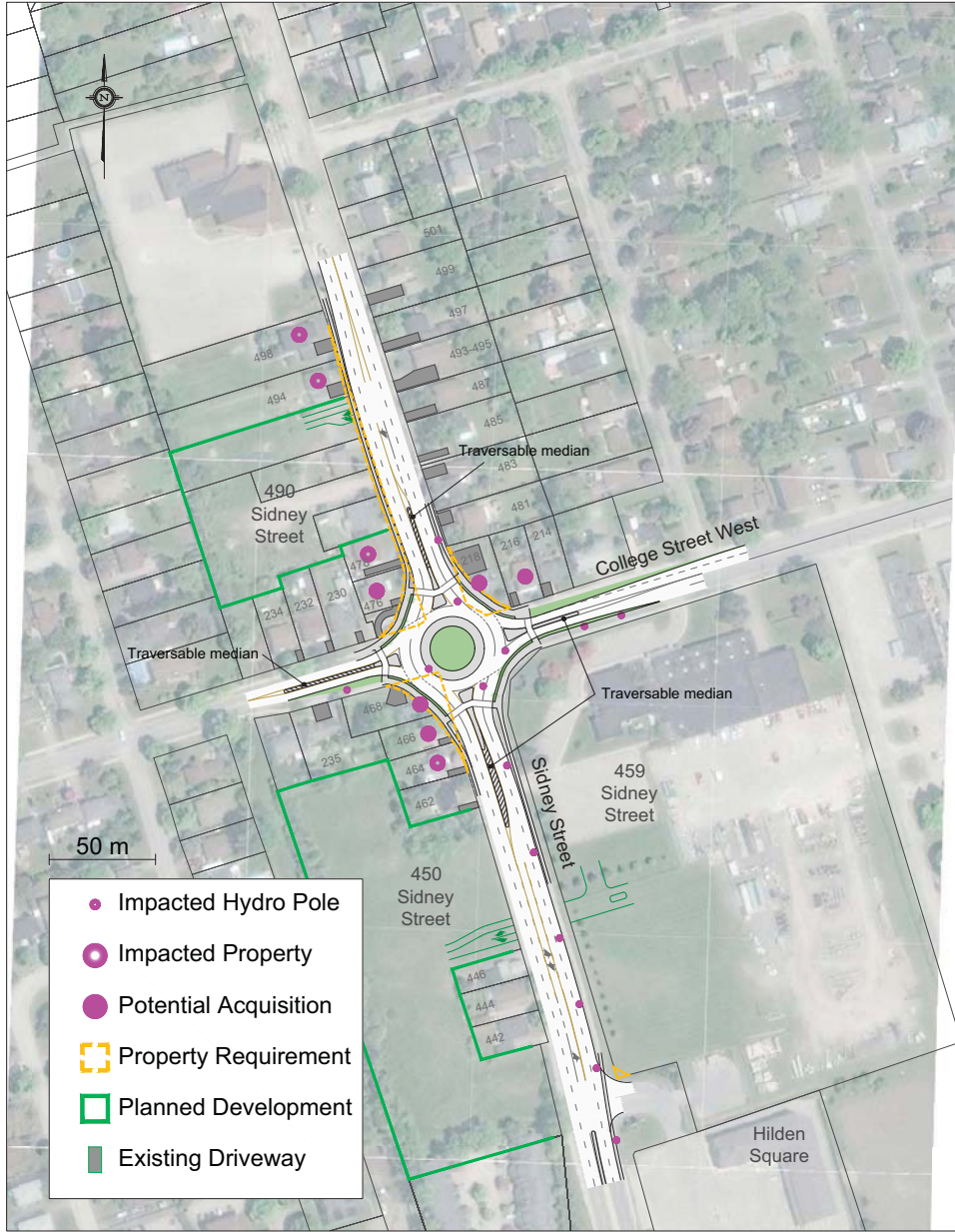
Alternative 3d: Conventional Signalization with Widening to the West



Alternative 4a: 2-Lane Roundabout with Combination Widening



Alternative 4b: 2-Lane N-S / 1-Lane E-W Roundabout with Combination Widening



# Evaluation of Alternatives

Transportation	Alternative 1d' Conventional Signalization with Widening to the East	Alternative 2d' Conventional Signalization with Widening on Centre	Alternative 3d' Conventional Signalization with Widening to the West	Alternative 4a 2-Lane Roundabout with Combination Widening	Alternative 4b 2-Lane N/S / 1-Lane E/W Roundabout with Combination Widening
<b>Evaluation Criteria</b>					
<b>Importance</b>	High	Medium	Medium	Medium	High
<b>Description</b>	Accommodate cyclists on Sidney Street corridor	Accommodate cyclists on Sidney Street corridor	Ease of access for Emergency Service Vehicles to all present and future residents	Measure severity of collision	Measure severity of collision
<b>Traffic Operations</b>	Greater delays (minimized with free-flow channelized ramps) (21/17 second AM/PM delay per vehicle)	Greater delays (minimized with free-flow channelized ramps) (21/17 second AM/PM delay per vehicle)	Greater delays (minimized with free-flow channelized ramps) (21/17 second AM/PM delay per vehicle)	High level of service, low delays to vehicular traffic (6/4 second AM/PM delay per vehicle)	High level of service, low delays to vehicular traffic (10/10 second AM/PM delay per vehicle)
<b>Active Transportation - Pedestrians</b>	Minor delays to pedestrians. Conflicts with vehicular traffic within intersection controlled by pedestrian signal	Minor delays to pedestrians. Conflicts with vehicular traffic within intersection controlled by pedestrian signal	Minor delays to pedestrians. Conflicts with vehicular traffic within intersection controlled by pedestrian signal	Provides lowest delays for pedestrians. For safety, pedestrians make a two-stage crossing and have right-of-way over traffic. Roundabouts record 1/3 fewer accidents compared to signalization.	Provides lowest delays for pedestrians. For safety, pedestrians make a two-stage crossing and have right-of-way over traffic. Roundabouts record 1/3 fewer accidents compared to signalization.
<b>Active Transportation - Cyclists</b>	Minor delays to cyclists	Minor delays to cyclists	Minor delays to cyclists	Provides lowest delays for cyclists. Cyclists can travel within the roundabout or can dismount and walk through the roundabout by making a two-stage crossing and have right-of-way over traffic. Considered equal to traffic signals.	Provides lowest delays for cyclists. Cyclists can travel within the roundabout or can dismount and walk through the roundabout by making a two-stage crossing and have right-of-way over traffic. Considered equal to traffic signals.
<b>Emergency Services</b>	Greater conflicts with vehicular traffic within intersection	Greater conflicts with vehicular traffic within intersection	Greater conflicts with vehicular traffic within intersection	Reduced conflicts with vehicular traffic within intersection	Reduced conflicts with vehicular traffic within intersection
<b>Vehicular Safety - collision severity</b>	Potential for high speed collisions (injury or fatal type collisions)	Potential for high speed collisions (injury or fatal type collisions)	Potential for high speed collisions (injury or fatal type collisions)	Low speed collisions have lowest type of severity general property damage only	Low speed collisions have lowest type of severity general property damage only

# Evaluation of Alternatives

Evaluation Criteria	Description	Importance	Alternative 1d' Conventional Signalization with Widening to the East	Alternative 2d' Conventional Signalization with Widening on Centre	Alternative 3d' Conventional Signalization with Widening to the West	Alternative 4a 2-lane Roundabout with Combination Widening	Alternative 4b 2-lane N/S / 1-lane E/W Roundabout with Combination Widening	
Vehicular Safety – collision potential	Measure potential for collisions	High	Higher potential for collisions when compared to roundabout control 32 conflict points 	Higher potential for collisions when compared to roundabout control 32 conflict points 	Higher potential for collisions when compared to roundabout control 32 conflict points 	Lower potential for collisions when compared to signal intersection control 8 conflict points 	Lower potential for collisions when compared to signal intersection control 8 conflict points 	
Accessibility	Measures the ADA compliance	High	Signalized intersections provide a protected pedestrian crossing (visual and audible cues to indicate it is safe to cross). 	Signalized intersections provide a protected pedestrian crossing (visual and audible cues to indicate it is safe to cross). 	Signalized intersections provide a protected pedestrian crossing (visual and audible cues to indicate it is safe to cross). 	Roundabouts do not provide visual and audible cues. 	Roundabouts do not provide visual and audible cues. 	
Driver Familiarity	There is only one roundabout under construction in the City of Belleville. Conventional signalized intersections are familiar to drivers.	Medium	Drivers are familiar with signalized intersections in the City of Belleville. 	Drivers are familiar with signalized intersections in the City of Belleville. 	Drivers are familiar with signalized intersections in the City of Belleville. 	Drivers are unfamiliar with roundabouts in the City of Belleville. 	Drivers are unfamiliar with roundabouts in the City of Belleville. 	
<b>Natural Environment</b>								
Loss of Green Space	Acquisition of surrounding agricultural and parkland	Low	All equal 	All equal 	All equal 	All equal 	All equal 	
Species at Risk (SAR)	No SAR identified	Low	All equal 	All equal 	All equal 	All equal 	All equal 	
Specimen trees removed	Specimen trees along Sidney Street	Low	All equal 	All equal 	All equal 	All equal 	All equal 	
Fisheries	No fisheries impacts (no watercourse)	Low	All equal 	All equal 	All equal 	All equal 	All equal 	
<b>Land Use and Property</b>								
Property Impacts	Property buyouts are preferred by some residents compared to "sliver widening" which would shorten driveways and front yards.	High	8 property impacts (sliver required) + 2 property buyouts 	14 property impacts (sliver required) + 3 property buyouts 	6 property requirements (sliver required) + 6 property buyouts 	4 property impacts (sliver required) + 5 property buyouts 	4 property impacts (sliver required) + 5 property buyouts 	

# Evaluation of Alternatives

Evaluation Criteria	Description	Importance	Alternative 1d' Conventional Signalization with Widening to the East	Alternative 2d' Conventional Signalization with Widening on Centre	Alternative 3d' Conventional Signalization with Widening to the West	Alternative 4a 2-lane Roundabout with Combination Widening	Alternative 4b 2-lane N/S / 1-lane E/W Roundabout with Combination Widening	
Ability to mitigate property impacts	A combined widening to the east/south provides the opportunity to mitigate property requirements. Property is more readily available from the west (north of College Street West) and to the east (south of College Street West).	Medium	8 properties with residual effects to land owners. 	14 properties with residual effects to land owners. 	6 properties with residual effects to land owners. 	4 properties with residual effects to land owners. 	4 properties with residual effects to land owners. 	
Provision of Access to Police Station/ Apartments	Access to police station/ apartments from Sidney Street	Medium	All equal (all provide a CTWLT to developments) 	All equal (all provide a CTWLT to developments) 	All equal (all provide a CTWLT to developments) 	All equal (all provide a CTWLT to developments) 	All equal (all provide a CTWLT to developments) 	
Utility Relocations	Hydro pole relocations	Medium	15 pole relocations 	12 pole relocations 	4 pole relocations 	13 pole relocations 	10 pole relocations 	
<b>Social Environment</b>								
Noise	Noise impacts from intersection type (idling cars stopped at an intersection increase noise levels)	Low	A conventional signalized intersection causes idling and stop/go traffic. 	A conventional signalized intersection causes idling and stop/go traffic. 	A conventional signalized intersection causes idling and stop/go traffic. 	A roundabout allows continuous traffic movements through the intersection. 	A roundabout allows continuous traffic movements through the intersection. 	
Air Quality	Air quality impacts from intersection type (idling cars stopped at an intersection have higher air quality effects)	Low	A conventional signalized intersection causes idling and stop/go traffic. 	A conventional signalized intersection causes idling and stop/go traffic. 	A conventional signalized intersection causes idling and stop/go traffic. 	A roundabout allows continuous traffic movements through the intersection. 	A roundabout allows continuous traffic movements through the intersection. 	
Gateway and Opportunity for Landscaping	Does the design create green space for community green space and amenities?	Low	Existing conditions in the City of Belleville. 	Existing conditions in the City of Belleville. 	Existing conditions in the City of Belleville. 	High opportunity for green space and gateway to community 	High opportunity for green space and gateway to community 	
<b>Cost</b>								
Preliminary Construction Cost	Total cost to construct proposed roadway	Medium	\$800,000 	\$800,000 	\$800,000 	\$1,100,000 	\$900,000 	
Preliminary Property Cost	Estimate to purchase property	Medium	Low 	Low 	Medium 	High 	Medium 	

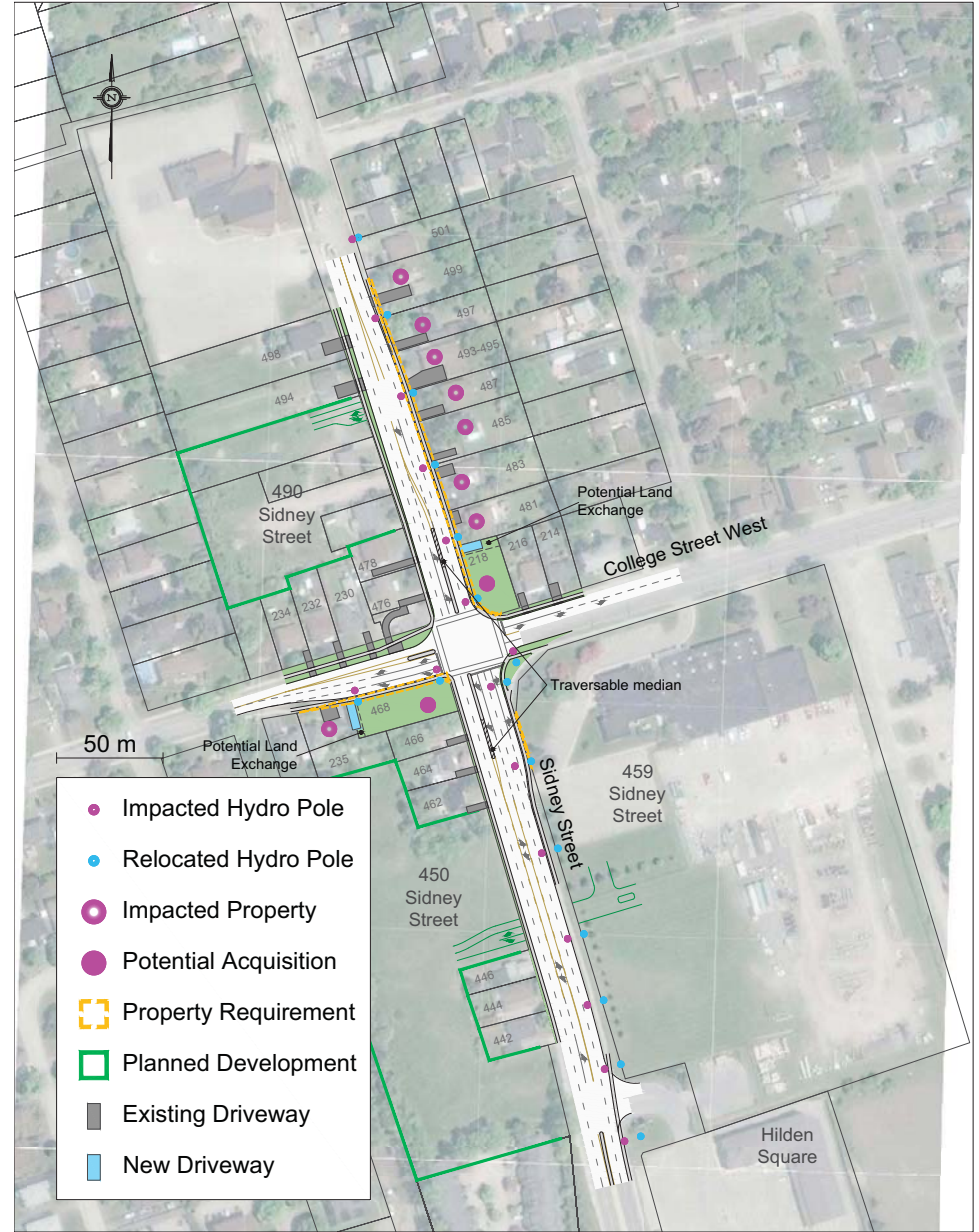
# Evaluation of Alternatives

Evaluation Criteria	Description	Importance	Alternative 1d' Conventional Signalization with Widening to the East	Alternative 2d' Conventional Signalization with Widening on Centre	Alternative 3d' Conventional Signalization with Widening to the West	Alternative 4a 2-lane Roundabout with Combination Widening	Alternative 4b 2-lane N/S / 1-lane E/W Roundabout with Combination Widening
Preliminary Utilities Cost	Estimate to relocate utilities (hydro poles)	Medium	High	Medium	Low	High	Medium
Maintenance and Operation	Future cost to maintain and operate proposed roadway	Medium	Conventional operational costs for electrical equipment and power	Conventional operational costs for electrical equipment and power	Conventional operational costs for electrical equipment and power	Lower equipment and electricity costs but added maintenance costs	Lower equipment and electricity costs but added maintenance costs
<p><b>Preliminary Recommendation</b></p> <p>The recommended alternative minimizes property impacts by widening to the east (city owned property south of College Street). The benefits of the Alternative 1d are: driver familiarity; lowest cost; AQDA compliance; and minor delays to pedestrians and cyclists. The recommended design only includes right turn lanes from south to east, and from west to south movements. This recommendation will be subject to community input at PIC No. 2.</p>			X	X	X		<p>This alternative is considered the second highest prioritized alternative. Because it requires a larger number of property acquisitions (buyouts) and would reflect the City's first multi-lane roundabout, it was not carried forward as the technically preferred alternative. This recommendation will be subject to community input at PIC No. 2.</p>



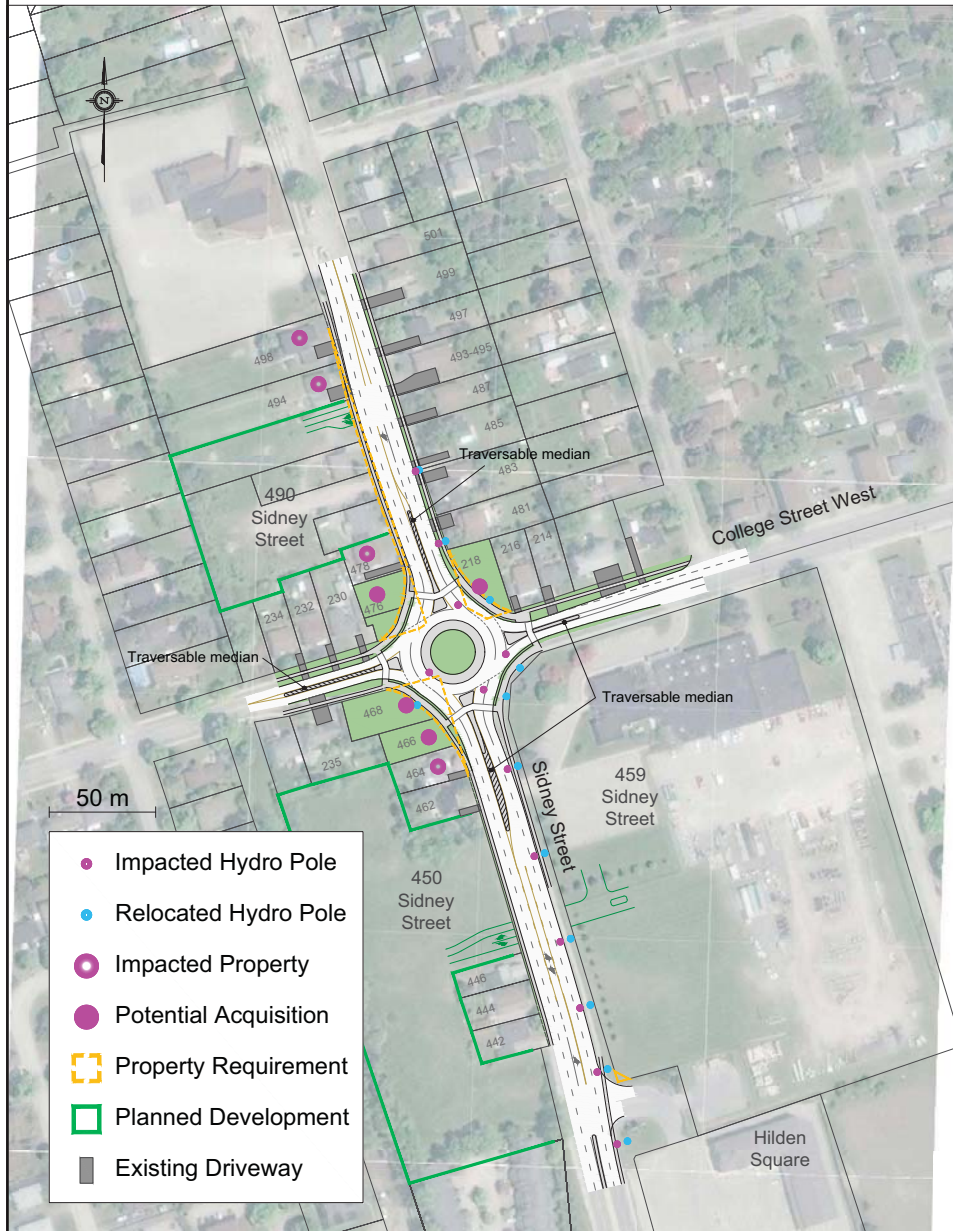
All alternatives have been compared carrying forward right turn movements from the west to the south and from the south to the east.

Sidney Street / College Street West Intersection: Refined Preferred Alternative





## Sidney Street / College Street West Intersection: Second Preferred Alternative



## Next Steps

### Following this meeting we will:

- ▶ Review all PIC No. 2 comments and prepare a Summary Report
- ▶ Finalize the Recommended Plans
- ▶ File the Project File – Summer 2019
- ▶ Preliminary Design – Complete Summer 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.

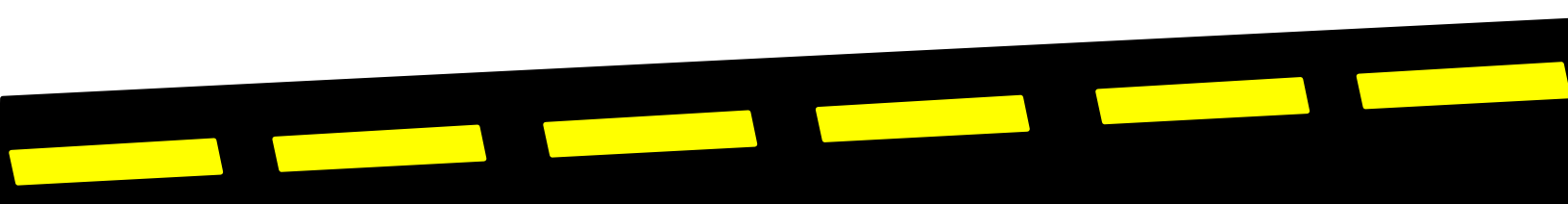
Your input into this study is valuable and appreciated.

Please provide your completed comment form on or before **May 17, 2019**.

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

# Appendix C

## Comment Sheets





# Comment Sheet

Public Information Centre No.2  
Thursday, May 2, 2019

**Sidney Street/College Street West Intersection Improvements and Sidney Street Widening  
Environmental Assessment Study**

**Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.**

*TPA Preferred.*

*No Roundabout please!*

**Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by mail, fax, or email by Friday May 17, 2019 to:**

Steve Taylor, P.Eng.  
BT Engineering Inc.  
100 Craig Henry Drive, Suite 201  
Ottawa, Ontario K2G 5W3  
Tel: (613) 228-4813 Fax: (613) 280-1305  
[steven.taylor@bteng.ca](mailto:steven.taylor@bteng.ca)

Barry Simpson  
Senior Project Manager, City of Belleville  
169 Front Street  
Belleville, Ontario, K8N 2Y8  
Tel: 613-968-6481  
Email: [bsimpson@city.belleville.on.ca](mailto:bsimpson@city.belleville.on.ca)



# Comment Sheet

Public Information Centre No.2  
Thursday, May 2, 2019

Sidney Street/College Street West Intersection Improvements and Sidney Street Widening  
Environmental Assessment Study

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

[Redacted Name and Address]

CONCERN - widening in front of our residence will bring the road close to our house. We already have a small front yard. Traffic sitting outside our property will affect us raise will of property value. We have already been impacted by zoning changes resulting in multiple apt. Buildings in the block.

We have been renovating during the past 3 years and have more planned. At this time we don't feel we can go ahead w' renovations due to the proposed changes in front of our house over the next how many years.

if the proposal goes ahead as planned I would ~~would~~ like consideration of having my property purchased by the city, since I would suspect the changes are going to affect the sale & price of my house.

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by mail, fax, or email by Friday May 17, 2019 to:

Steve Taylor, P.Eng.  
BT Engineering Inc.  
100 Craig Henry Drive, Suite 201  
Ottawa, Ontario K2G 5W3  
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# Comment Sheet

Public Information Centre No.2  
Thursday, May 2, 2019

**Sidney Street/College Street West Intersection Improvements and Sidney Street Widening  
Environmental Assessment Study**

**Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.**

I have no issues with the proposed project  
I am not a property owner directly impacted  
by the project and it will make the intersection  
more efficient

**Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by mail, fax, or email by Friday May 17, 2019 to:**

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## Comment Sheet

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Thursday, May 2, 2019

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Environmental Assessment Study**

**Thank you for attending tonight's public meeting. Please provide your comments on any of  
the material presented.**

*HAPPY WITH THE NEW PROPOSAL T.P.A.  
GLAD TO SEE NO ROUNDS A BOUT*

**Please complete your comment sheet this evening and place in the comment box  
provided OR send your completed comment sheet by mail, fax, or email by Friday  
May 17, 2019 to:**

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Thursday, May 2, 2019

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Environmental Assessment Study**

**Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.**

I STILL LIKE WHAT YOU ARE DOING  
AND KEEPING THE LIGHTS AT COLLEGE  
AND SIDNEY TURNING LANE IS GOOD  
LIKE THE IDEA OF TO THE EAST ON  
SIDNEY ST

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# Comment Sheet

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Thursday, May 2, 2019

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Environmental Assessment Study**

**Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.**

- I live at [REDACTED]
- Sidewalks put in a few yrs back took me front lawn.
- now more will be taken
- my house will be close to the road (safety concerns)
- will we be have tree replacement, if necessary to take my tree (just planted after sidewalks put in a few years back.
- ~~we~~ we won't be compensated for decrease in property value for sure
- compensation given for sidewalks was peanuts
- this picture not looking great for property owners on east side of Sidney

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