

APPENDIX L

Public Information Centre #1 Panels, Sign-in Sheets, Comments and Summary



PUBLIC INFORMATION CENTRE

October 16, 2014

Build Belleville Project Centre

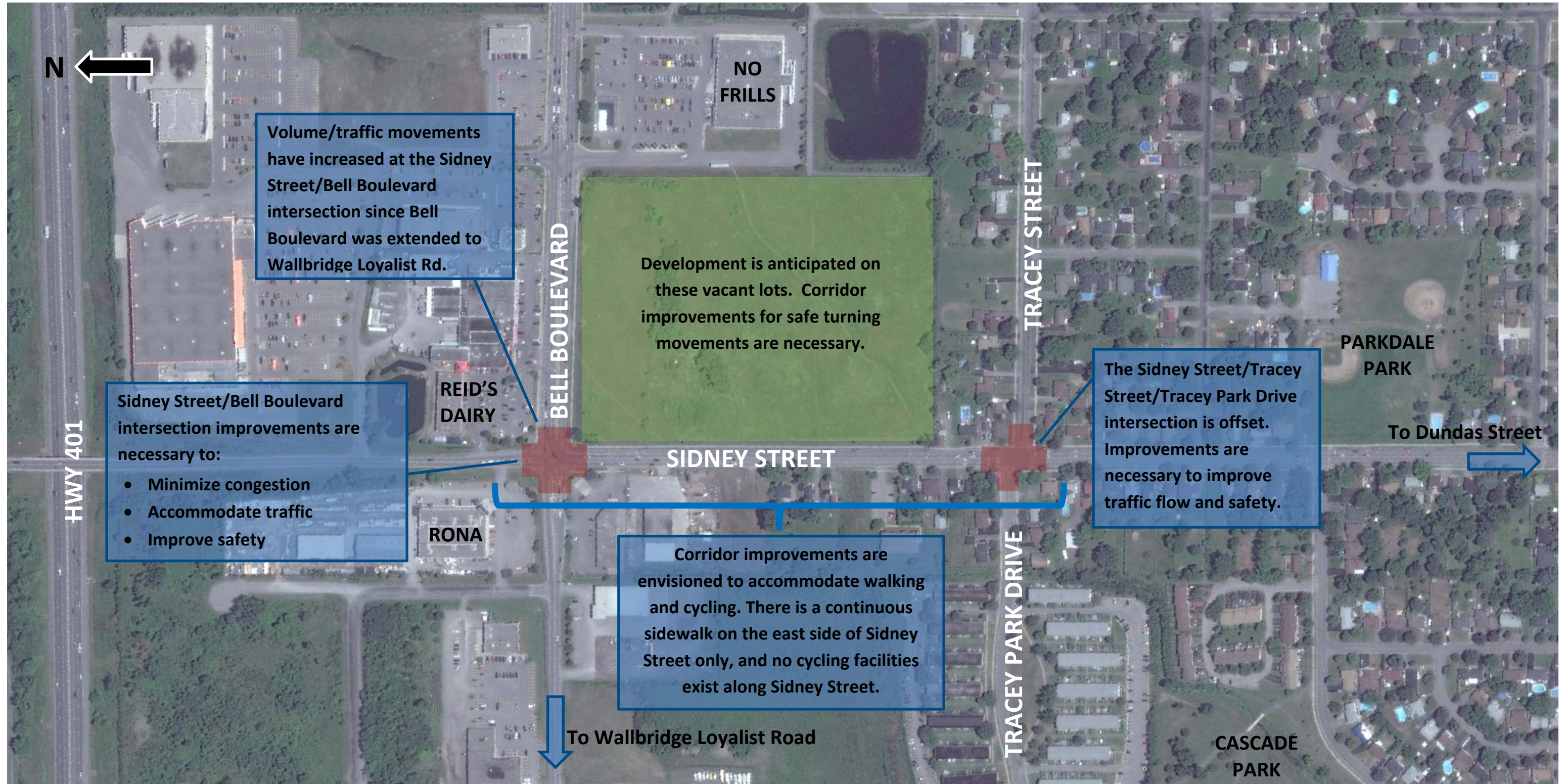
SIDNEY STREET CORRIDOR IMPROVEMENTS

BELL BOULEVARD TO
TRACEY STREET

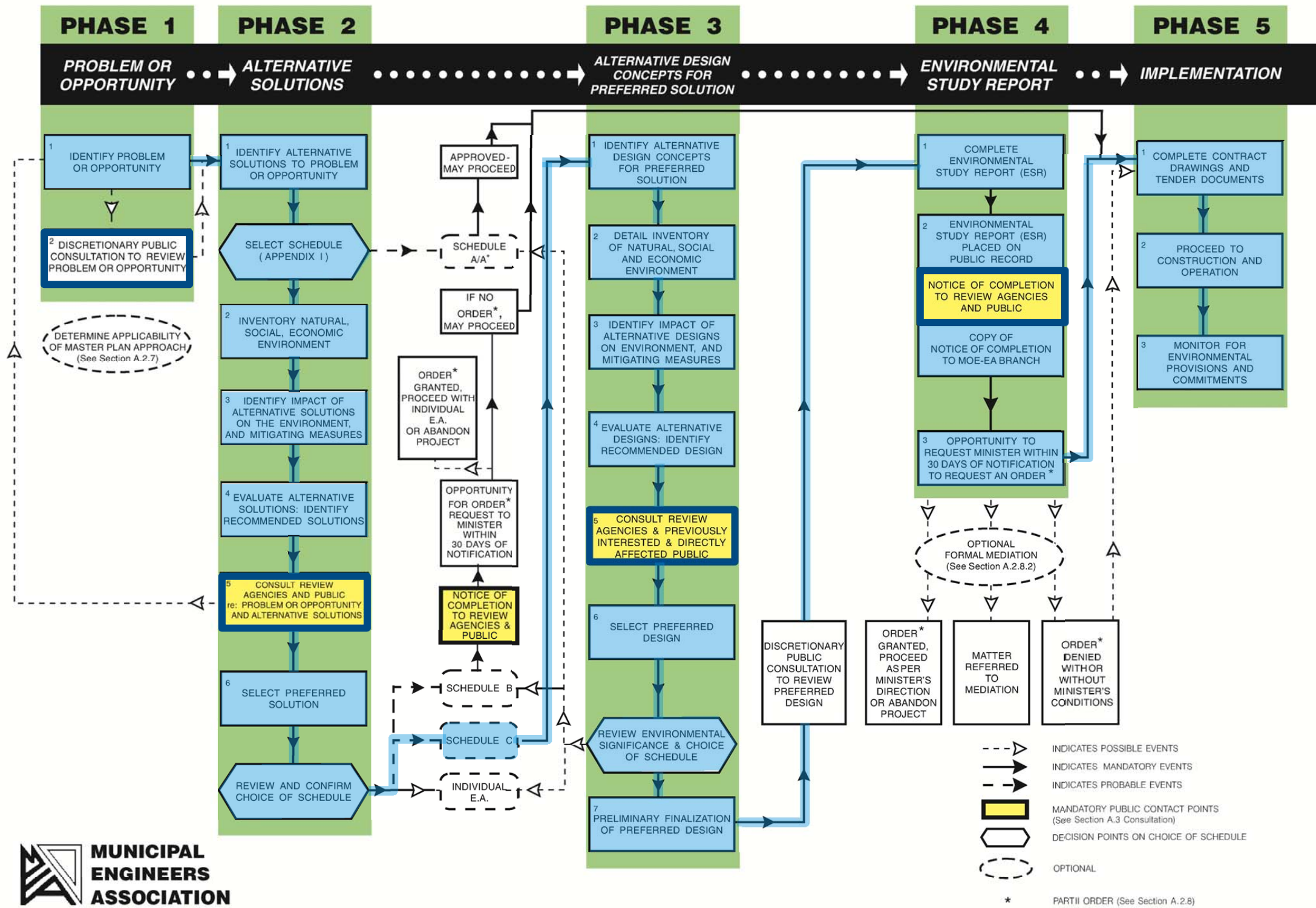
Municipal Class
Environmental
Assessment



PROBLEM/OPPORTUNITY AND STUDY AREA



SCHEDULE 'C' MUNICIPAL CLASS EA PROCESS



Summarized Process

PHASE 1

Identify Problem/Opportunity
Issue Notice of Study Commencement
Consult the Public on Problem or Opportunity

PHASE 2

Develop Alternative Solutions to the Problem
Inventory Environmental Conditions
Evaluate the Feasibility and Impact of the Alternative Solutions
Consult the Public with the Preferred Solution
Select the Preferred Solution

PHASE 3

Develop Alternative Cross-section Designs for the Preferred Solution
Evaluate Feasibility and Impact of Alternative Cross-section Designs
Consult the Public with the Preferred Design
Select the Preferred Cross-section Design

PHASE 4

Document the Study in an Environmental Study Report
Issue the Notice of Study Completion

SUPPORTING STUDIES FOR THE PROJECT

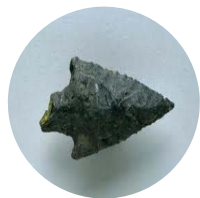


Environmental Studies



Natural Environment Study

The natural environment study will identify natural features, including species at risk (SAR) that have potential to occur within the study area based on the planning status of the surrounding lands, a review of publicly available background information, and agency consultation. The results of the study will be used to assess the potential impacts on the natural environment related to each proposed alternative, and identify appropriate mitigation measures.



Archaeology Study

The Stage 1 archaeological study will document information about the study area's geography, history, current land conditions and any previous archaeological research within the vicinity. The assessment will provide a description of features of archaeological potential noted for the study area and an evaluation of the archaeological potential.



Built and Cultural Heritage Evaluation

The built and cultural heritage evaluation will identify potential cultural heritage properties through review of historical information to identify land use history, including review of municipally and provincially designated historical sites and districts within the study area.

Design Studies



Geotechnical Investigation

The geotechnical investigation will characterize the existing pavement and subgrade conditions, including information on groundwater levels, and details of topsoil and subgrade soils conditions within grassed areas where road widening may be considered. Results of the geotechnical investigation will be used to support Project design and will provide preliminary recommendations for the reuse, recycling and/or disposal of existing site material.

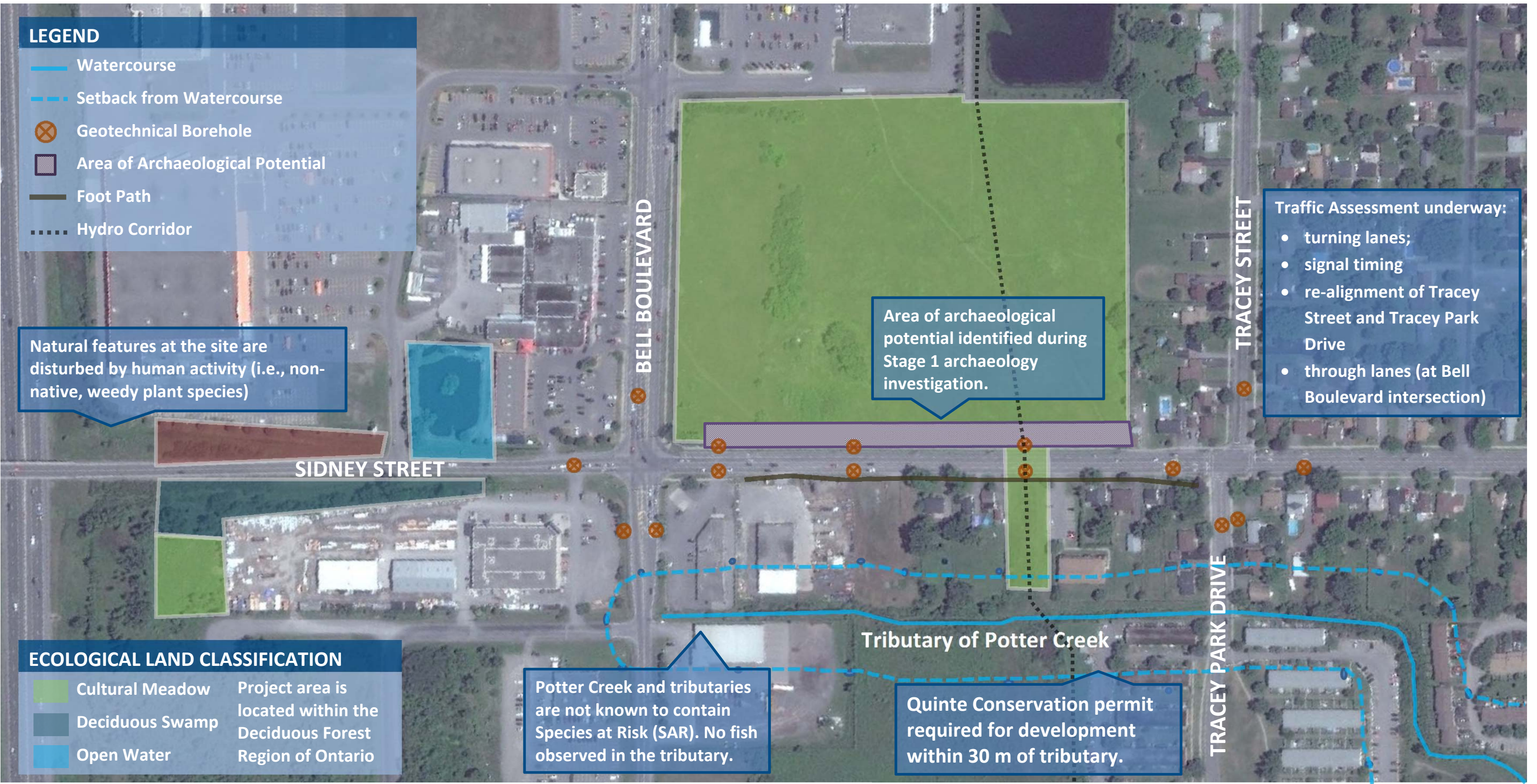


Traffic Study

The Traffic Analysis Report will be focused on Sidney Street and the intersections with Bell Boulevard and Tracey Street / Tracey Park Drive. The study will specifically consider:

- the City's recent Transportation Master Plan and other background documents;
- recent turning movement counts at intersections (traffic volumes);
- current and future intersection operations (Level of Service);
- need and justification for additional through lanes and turning lanes;
- review of off-set intersection of Tracey Street and Tracey Park Drive; and
- collision history and other safety factors.

EXISTING FEATURES / PRELIMINARY STUDY RESULTS



EVALUATION CRITERIA TO BE APPLIED TO THE PROJECT



The Environmental Assessment Act requires that the City consider impacts to the natural, social, economic, and cultural environments when evaluating project solutions. In addition, the City is considering transportation design criteria as it relates to safety and movement of traffic. The project evaluation criteria outlined here have been identified based on background studies and public input to date.

A large drawing of the project area is provided on the tables. Please add notes to the drawing to identify any other issues you think should be considered.

Social and Economic Environment		
Goal	Objective	Project-specific Target
Compliance with the City of Belleville Official Plan (2002)	Provision of special care to lands designated as "Environmental Protection" in the City's Land Use Plan	No site alteration within natural hazard lands or site impact to natural heritage features
	Provision of a safe, convenient and functional transportation network	Provision of sufficient capacity to accommodate anticipated traffic growth
		Incorporation of dedicated cycling corridors where feasible
		Provision of street lighting and sidewalks where pedestrian traffic is anticipated
	Identification, conservation, protection, restoration, maintenance and enhancement of significant cultural heritage and archaeological resources	Consideration of cultural heritage resources in the undertaking of municipal public works
	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
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 severe weather)		
Install ramps at intersections and across curbs and avoid the use, wherever possible, of steps and other impediments to access		
Use of audible pedestrian signals where demand warrants (<i>Accessibility for Ontarians with Disabilities Act</i>)		
Consideration of public concerns identified for the project	Ease of driveway access during high traffic conditions	Improve current driveway access through design of Sidney Street widening
	Pedestrian safety on the west side of Sidney Street	Improve pedestrian safety through provision of pedestrian facilities
	Difficulty with left turns from Sidney Street onto Bell Boulevard in both directions due to traffic congestion and lack of advance signal	Improve intersection function through design
Consideration of Residential Property Impacts	Consideration of effects on residential property ownership	Minimize the need for property acquisition from residential properties
	Consideration of effects on the total usable portion of existing residential driveways	Minimize loss of driveway area on residential properties
	Consideration of effects on ability to access residential driveways	Minimize restrictions on turning movements entering/exiting driveways on residential properties

EVALUATION CRITERIA TO BE APPLIED TO THE PROJECT



Natural Environment		
Goal	Objective	Project-specific Target
Compliance with natural heritage policies of the Provincial Policy Statement (2014)	Protection of significant wetlands	No development or site alterations in wetlands identified as Provincially Significant
	Protection of significant woodlands	No negative impact to significant woodlands from site alteration or development
	Protection of significant valley lands	No negative impact to significant valley lands from site alteration or development
	Protection of significant wildlife habitat	No negative impact to significant wildlife habitat from site alteration or development
	Protection of Areas of Natural or Scientific Interest (ANSI)	No negative impact to ANSIs from site alteration or development
	Protection of fish habitat	No development or site alteration in fish habitat or riparian areas (defined as areas within 15m from top of bank)
Compliance with the Endangered Species Act (2007)	Protection of species listed as threatened or endangered in Ontario	No killing, harming or harassing of species, or impacting the habitat of species identified as endangered or threatened
Compliance with the Species at Risk Act (SARA)(2002)	Protection of aquatic species listed as endangered, threatened or extirpated in Canada, and migratory birds listed under the SARA	No impact to critical habitat of endangered, threatened or extirpated aquatic species or habitat of migratory birds
Compliance with the Migratory Birds Convention Act (1994)	Protection of nesting habitat of migratory birds in Canada	No clearing of trees, shrubs or meadow grasses that would result in the destruction of nests of migratory birds
Compliance with Quinte Conservation watershed protection principles and Ontario Regulation 319/09	Protection of public safety and property from natural hazards, and prevention of pollution and destruction of sensitive environmental areas such as wetlands, shorelines and watercourses	No excavation, filling, site grading or development within 30 m of the Potter Creek tributary
	Protection of local habitat quality	No impact to rare or sensitive vegetation communities or wildlife

Transportation Design		
Issue	Objective	Project-specific Target
Compliance with the Transportation Association of Canada Geometric Design Guide and City of Belleville Design Standards	Design of driving lanes to meet the standards for arterial roadways	Driving lane width equal to standard or no less than the existing width
	Adequate provision for traffic signals	Traffic signals to be incorporated at both intersections in the study area
	Safe separation of pedestrians from driving lanes	Provision of a boulevard buffer between any proposed sidewalks and driving lanes
	Maintenance of through-traffic during construction	Construction staging to maintain at least one lane of traffic open in either direction during construction
	Protect other infrastructure in the project area	Minimize the need to interfere with or relocate existing utilities

Cultural Environment		
Issue	Objective	Project-specific Target
Compliance with the Ontario Heritage Act (1990)	Protection of built heritage structures 40 years of age or older that have cultural heritage value or interest as per Ontario Regulation 9/06	No impact to property or structures of cultural heritage value that have a municipal heritage designation as determined by Heritage Belleville or Council resolution
	Protection of properties that are listed or designated under Part IV of the Ontario Heritage Act	No impact to property or structures with heritage designations under the Ontario Heritage Act
	Protection of archaeological resources and historic sites	No ground disturbance in areas of archaeological potential

NEXT STEPS



Next Steps:

- Receive and review comments received from this Public Information Centre, and from external agencies.
- Identify and evaluate alternative solutions.
- Confirm the preferred solution.
- Identify and evaluate alternative design concepts.
- Hold second Public Information Centre during early December 2014.
Review comments received.
- Confirm preferred design and issue the Notice of Study Completion and Environmental Study Report for public review.

Your Comments are Important to Us

Please ask questions of the project team, and complete a comment sheet before you leave.

You may also submit your comment sheet and return by mail until **November 21, 2014**.

Deanna O'Leary, P.Eng.

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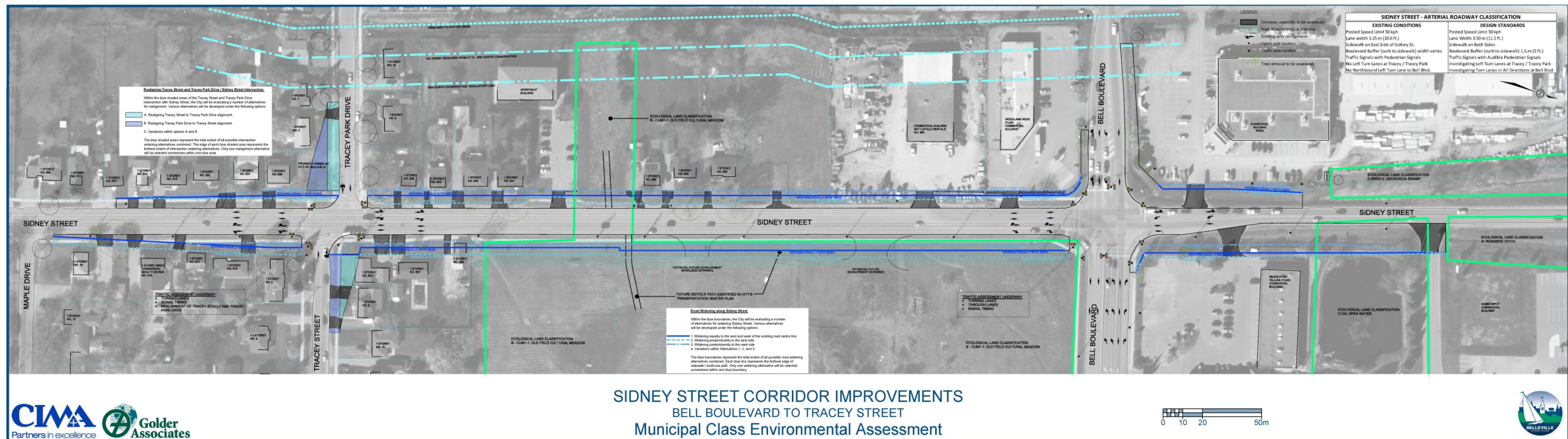
Freedom of Information and Protection of Privacy

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SIDNEY STREET CORRIDOR IMPROVEMENTS (BELL BOULEVARD TO TRACEY STREET) CLASS EA PUBLIC INFORMATION CENTRE 1 ROLL PLAN

Roll Plan of Project Area



**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
SIDNEY STREET CORRIDOR IMPROVEMENTS – BELL BOULEVARD TO TRACEY STREET**



Public Information Centre #1 – October 16, 2014

Please Sign-in

Name	Address	Telephone	email

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**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
SIDNEY STREET CORRIDOR IMPROVEMENTS – BELL BOULEVARD TO TRACEY STREET**



Public Information Centre #1 – October 16, 2014

Please provide your comments on the proposed Sidney Street Corridor and Intersection Improvements Project:

1. Should additional evaluation criteria be considered or should any of the presented evaluation criteria be modified?

2. Are there any specific considerations that should be accounted for when considering the alternatives for road widening and intersection improvements?

3. Do you have any other comments on the information presented at this Public Information Centre or the project in general?

Comment sheets can be completed at the Public Information Centre, or sent to one of the contacts listed below:

Deanna O’Leary, P.Eng.
Senior Project Manager, City of Belleville
169 Front Street, Belleville, K8N 2Y8
doleary@city.belleville.on.ca

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Doug.Timms@cima.ca

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SIDNEY STREET CORRIDOR IMPROVEMENTS – BELL BOULEVARD TO TRACEY STREET



Public Information Centre #1 – October 16, 2014

Please Sign-in

Name	Address	Telephone	email
Ann & Dave Franks	259 County Rd 28	613-961-7732	dfranks@reidsdairy.com
Rhonda Barriag	60 Boyle Court ^(615 Sichel St)	(613) 966-1659	rbarriag@sympatico.ca
Denni Clarke	1118 ^{Belleville} Adams Rd K8V 4Z1	613 966 9313	CHANDREN 139 @HOTMAIL.COM
Bob & Ruth Mosman	637 Sidney St.	613 962 7343	
Amber Hamelin-Snie	633 Sidney St.	613-398-7237	amber.embellish@sympatico.ca
Beverley & Doug Townsend	283 Townsend Rd	613 477-3252	douglas.18152@gmail.com
John McLaren	27 Cavendish Dr	613-966-2456	jmclaren2@cogeco.ca
Dawn Todd	9 Union St.	613-967-1157	
Harry T. ...	9 Union St	613 967 1157	
ADRI BOODASINGH	13 DUNGANNON DR	613 968-8357	boo_adri@hotmail.com
Rob Jakes	4 Stone Bridge Ct	613 962-0143	robert.jakes@gmail.com
Cheryl Jakes	4 Stone Bridge Ct	613 962-0143	cherylja.home@gmail.com

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SIDNEY STREET CORRIDOR IMPROVEMENTS – BELL BOULEVARD TO TRACEY STREET**



Public Information Centre #1 – October 16, 2014

Please Sign-in

Name	Address	Telephone	email
Joel DeLeon Angelo	28 Darrow Cr.	968-7476	_____
Stephen Petrick	636-Freeman Rd		steve.petrick@metroland.com
Geo. Kamm UGA	5-TRACEY PK Dr.	961-7636.	gkammunigo39@redman.com

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As owner of Beauty Works Day Spa & 2 Maple Drive = Beauty's. Built their building to spec from suggestions @ City hall. e.g. looking like a house - having a garden - there is only a few feet between the garden's sign & the sidewalk - ~~moving the sidewalk~~ there is no room to move the sidewalk closer - 2 Maple Drive = it is already very hard to rent this house because it is so close to Sidney Street - it is over →

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cont'd.

Very loud when bedrooms are closest to the street. The sidewalk is almost right under the bedrooms now!

→ Concerned with noise in the spa if street was closer.

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
SIDNEY STREET CORRIDOR IMPROVEMENTS – BELL BOULEVARD TO TRACEY STREET



Public Information Centre #1 – October 16, 2014

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1. Should additional evaluation criteria be considered or should any of the presented evaluation criteria be modified?

- ① Primary motivations ought to be safety for pedestrians, cyclists; disabled on motorized wheelchairs/scooters.
- ② Secondary goal ought to be improvement of traffic flow along Sidney Street

2. Are there any specific considerations that should be accounted for when considering the alternatives for road widening and intersection improvements?

Quantify (V) of traffic proceeding (N) & (S) over the Sidney / 401 Bridge.
This 2 lane roadway is the primary reason for traffic bottleneck to (W) & (E) traffic flow.
Correcting the Tracey St / Park intersection will not correct

3. Do you have any other comments on the information presented at this Public Information Centre or the project in general?

this problem. The new turn lanes @ Bell / Sidney will help - but I suspect that the majority of volume is proceeding (W) & (E) on Sidney over the 401 Bridge - NOT turning (E) on Bell Blvd.

The Transportation master plan does recognize the need for a (4) lane
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bridge = sidewalks. However, the Transportation Master Plan was done AFTER the Build Belleville Projects were prioritized! Ought to have been done before the priorities were selected.

Many thx,



**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
SIDNEY STREET CORRIDOR IMPROVEMENTS – BELL BOULEVARD TO TRACEY STREET**



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Lights similar to that of College & Sidney (Dedicated to one direction of traffic flow) Sidney St N ~~was~~ approaching Bell are dedicated right turn lane, one dedicated through lane and one dedicated left turn lane.

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Public Information Centre #1 – October 16, 2014

Please provide your comments on the proposed Sidney Street Corridor and Intersection Improvements Project:

1. Should additional evaluation criteria be considered or should any of the presented evaluation criteria be modified?

Road is very busy. Lots of fast moving traffic. Difficult to get out of your driveway. Lots of people walking to No Frills etc... with young children.

2. Are there any specific considerations that should be accounted for when considering the alternatives for road widening and intersection improvements?

I own [REDACTED] and would rather be bought out for a reasonable price versus losing all of my yard. It would be very hard to sell my house without the yard.

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Public Information Centre #1 - October 16, 2014

Please provide your comments on the proposed Sidney Street Corridor and Intersection Improvements Project:

1. Should additional evaluation criteria be considered or should any of the presented evaluation criteria be modified?

There should be a left turn only lane added to Sidney St. North on to Bell Blvd. Currently straight through traffic gets delayed waiting for left turning vehicles. The right only lane could even be combined perhaps with straight through traffic.

2. Are there any specific considerations that should be accounted for when considering the alternatives for road widening and intersection improvements?

Please consider the pedestrian crossings. I've observed vehicles turning from Sidney (heading North) right on to Bell Blvd not slowing down and giving way to pedestrians who cross.

3. Do you have any other comments on the information presented at this Public Information Centre or the project in general?

I wasn't able to attend.

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SIDNEY STREET CORRIDOR IMPROVEMENTS (BELL BOULEVARD TO TRACEY STREET) CLASS EA PUBLIC INFORMATION CENTRE 1 ROLL PLAN COMMENTS

Roll Plan Comments

Table 1: Public Comments Recorded on Roll Plan during PIC#1

Location within Project Area	Comment Received
Sidney Street Bridge over Highway 401	<ul style="list-style-type: none">▪ Recommendation for 4-laning of bridge.
Commercial Properties north of Bell Boulevard	<ul style="list-style-type: none">▪ Difficulty exiting Home Depot parking lot onto Sidney Street south noted.▪ Vehicles cut through commercial parking lots to avoid turning movements at the intersection of Sidney Street / Bell Boulevard.▪ Entrance to RONA parking lot is too close to the intersection of Sidney Street / Bell Boulevard.
Sidney Street / Bell Boulevard Intersection	<ul style="list-style-type: none">▪ Observations of Sidney Street northbound traffic making incorrect turning movements onto Bell Boulevard west. Some drivers will turn west onto Bell Boulevard south of the concrete median (i.e., into oncoming traffic).▪ Observations of incorrect use of dual left turn lane westbound on Bell Boulevard. Some drivers will use the north-most turning lane to go straight on Bell Boulevard west.▪ Observations of incorrect use of right turn lane northbound on Sidney Street. Some drivers will use the right turn lane to go straight on Sidney Street north. A through lane on Sidney Street is recommended.
Sidney Street Corridor	<ul style="list-style-type: none">▪ Pedestrians observed using roadway during winter months along west side of Sidney Street. One of the commercial developments has a fence within close proximity to the roadway that limits pedestrian use of footpath on shoulder.▪ Traffic is noted as greatest on Saturdays.▪ Landowner request for trees at property front to be removed.
Sidney Street / Tracey Street / Tracey Park Drive	<ul style="list-style-type: none">▪ Recent change to signal-timing has improved safety and traffic congestion.▪ Concern that intersection improvements may result in faster traffic and use of Tracey Street as an alternate to Bell Boulevard.▪ Safety concerns related to school children and transit users.▪ Landowner concerns related to property acquisition.



SIDNEY STREET CORRIDOR IMPROVEMENTS (BELL BOULEVARD TO TRACEY STREET) CLASS EA PUBLIC INFORMATION CENTRE 1 SUMMARY REPORT

DATE	October 16, 2014
LOCATION	Build Belleville Project Centre, 116 Pinnacle Street, Belleville
PROJECT REPRESENTATIVES	Deanna O'Leary (City of Belleville) Ray Ford (City of Belleville) Mary Ann Walmsley (City of Belleville) Doug Timms (CIMA+) Jennifer Haslett (Golder Associates Ltd.) Jessalyn Oke (Golder Associates Ltd.)

The first of two Public Information Centres (PIC's) was held on October 16, 2014 at the Build Belleville Project Centre, as partial fulfillment of the public consultation requirements for the Sidney Street Corridor Improvements (Bell Boulevard to Tracey Street) Class Environmental Assessment.

The PIC was held from 6:30 p.m. to 8:00 p.m., with representatives from the City of Belleville, CIMA+ and Golder Associates Ltd. in attendance to answer questions.

Eight (8) information panels were on display (attached), summarizing the problem/opportunity statement for the project, the Municipal Class EA process, the findings of the background studies, and the evaluation criteria to be used to evaluate alternative solutions considered and identify the preliminary preferred solution. A large drawing of the project area was also provided for PIC attendees to identify issues / concerns that should be considered in the Municipal Class EA.

Nineteen (19) people attended the PIC (sign-in sheet attached). Comment sheets were available to all attendees, and the information panels were posted on the City's Build Belleville website for public review. Five (5) comment sheets were returned (attached), and the following issues/concerns were noted:

1. Accommodation of future 4-laning of Sidney Street north of intersection with Bell Boulevard (i.e., Sidney Street bridge over Hwy 401). Congestion and safety for active transportation at the bridge was noted.
2. Vehicles cut through adjacent commercial parking lots to avoid turning movements at the Sidney Street / Bell Boulevard intersection.
3. Turning movements from commercial properties onto Sidney Street are difficult because of Sidney Street congestion at Bell Boulevard and the location of commercial entrance(s) / exit(s) relative to the intersection.
4. Dedicated turn and through lanes are necessary at the Sidney Street / Bell Boulevard intersection. Under the current configuration, shared turn / through lanes result in congestion and some vehicles use the turn lanes for through traffic.
5. Pedestrians use west lane of Sidney Street during the winter. There is no sidewalk along the west side of Sidney Street and some properties are close to the road and make walking along the shoulder difficult.



SIDNEY STREET CORRIDOR IMPROVEMENTS (BELL BOULEVARD TO TRACEY STREET) CLASS EA PUBLIC INFORMATION CENTRE 1 SUMMARY REPORT

6. Safety concerns at Sidney Street / Tracey Street / Tracey Park Drive intersection were noted. Specifically, the use of Tracey Street and Tracey Park Drive by school children and transit users, and the potential for improvements to result in increased road use / vehicle speed. Some participants noted recent improvement of this intersection as a result of the revised signal timing implemented.
7. Potential impacts related to property loss, house acquisitions and tree removals noted by property owners.

Discussions of the above issues / concerns occurred at the PIC, and consideration of these comments will be incorporated into the evaluation of alternative solutions and documented in the Environmental Study Report.