



PUBLIC INFORMATION CENTRE

February 4, 2015

Build Belleville Project Centre

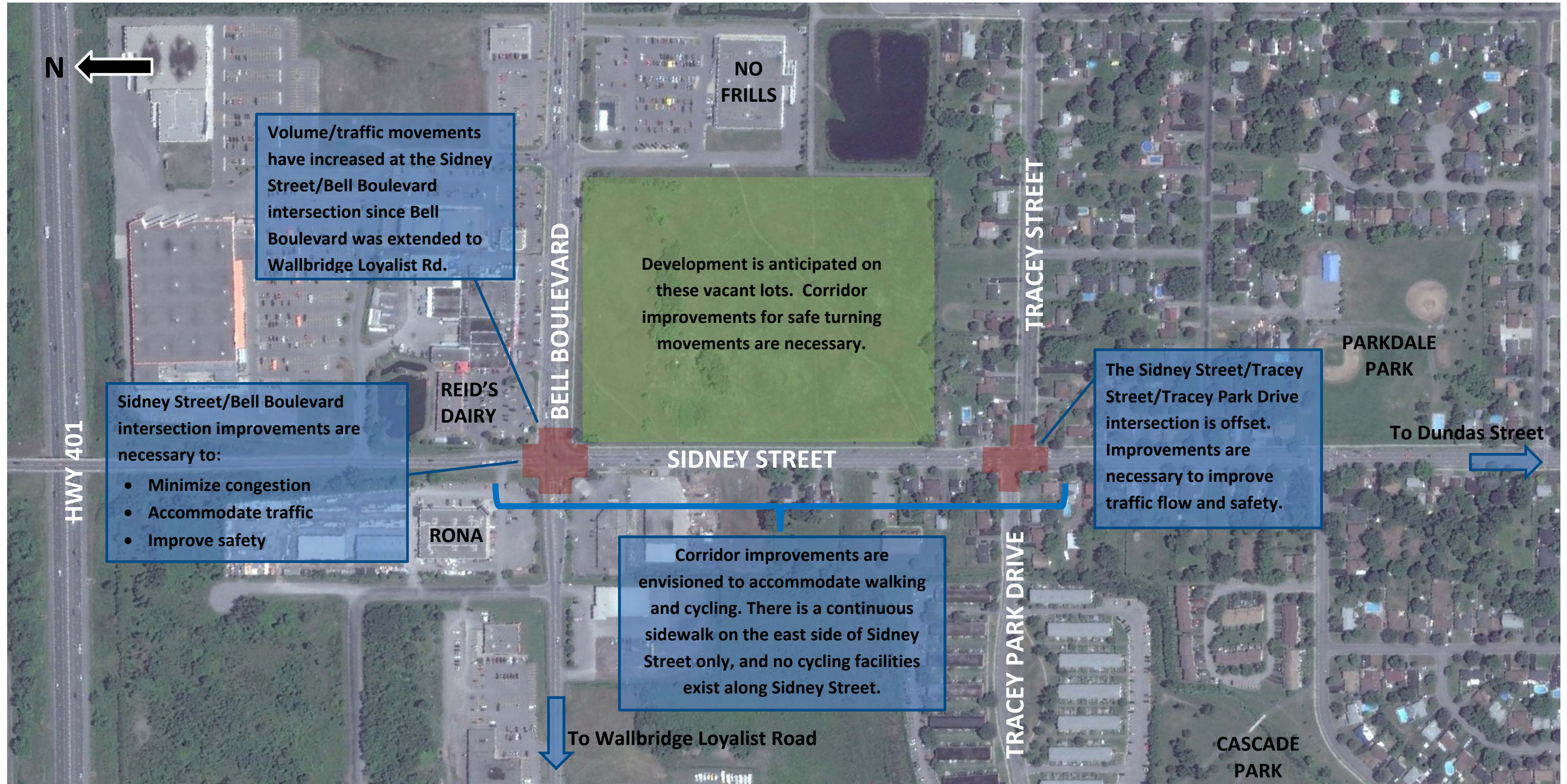
SIDNEY STREET CORRIDOR IMPROVEMENTS

**BELL BOULEVARD TO
TRACEY STREET**

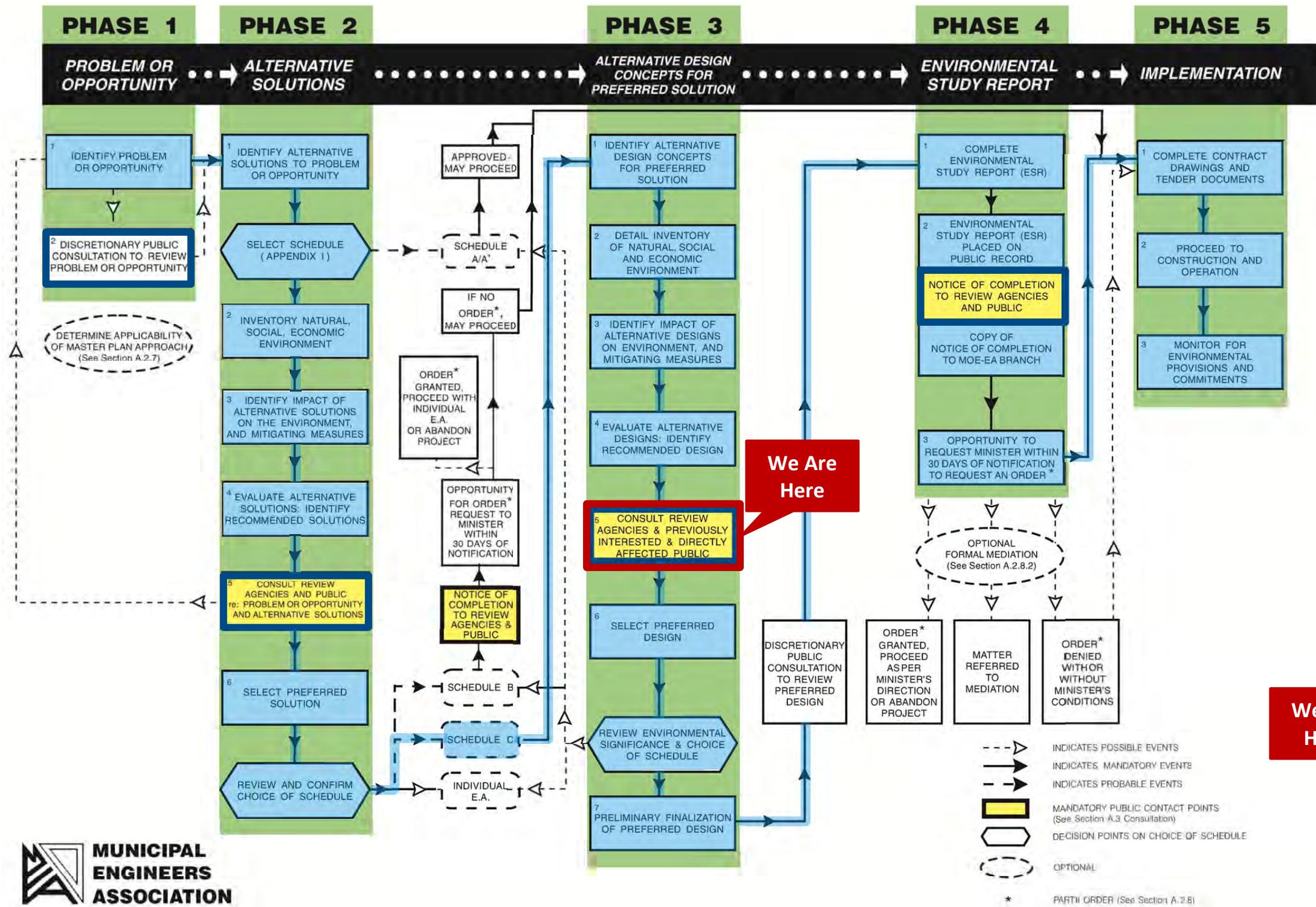
**Municipal Class
Environmental
Assessment**



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 Designs for the Preferred Solution
 Evaluate Feasibility and Impact of Alternative Designs
 Consult the Public with the Preferred Design

PHASE 4
 Document the Study in an Environmental Study Report
 Issue the Notice of Study Completion

We Are Here

We Are Here



SUPPORTING STUDIES FOR THE PROJECT

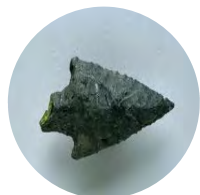


Environmental Studies



Natural Environment Study

A natural environment study was completed to identify natural features, including species at risk, which had potential to occur within the study area. The study was based on a review of the surrounding lands, a review of publicly available background information, and agency consultation. The results of the study were used to assess the project impacts on the natural environment, and identify appropriate mitigation measures.



Archaeology Study

A Stage 1 archaeological study was completed to document information about the study area's geography, history, current land conditions and any previous archaeological research within the vicinity. The assessment provided a description of features in the study area and concluded that there were no significant areas of archaeological potential.



Built and Cultural Heritage Evaluation

A built and cultural heritage evaluation was completed to identify potential cultural heritage properties in the study area. The study reviewed historical information on land use history, and reviewed municipally and provincially designated historical sites and districts within the study area. No heritage features were identified in the study area.

Design Studies



Geotechnical Investigation

A geotechnical investigation was completed to 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 was considered. The geotechnical investigation was used to support project design and provided preliminary recommendations for the reuse, recycling and/or disposal of existing site material.



Traffic Study

A Traffic Analysis Report was completed for Sidney Street and the intersections with Bell Boulevard and Tracey Street / Tracey Park Drive. The study examined:

- 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);
- the need and justification for additional through lanes and turning lanes;
- the off-set intersection of Tracey Street and Tracey Park Drive; and
- collision history and other safety factors.

EXISTING FEATURES / KEY STUDY RESULTS



ALTERNATIVE DESIGNS FOR SIDNEY STREET



As part of the study process, 5 scenarios were considered for the Sidney Street corridor, to address the Problem/Opportunity:

- Do Nothing** As part of the EA process, the City is required to evaluate the impact of NOT addressing the problems/opportunities in the study area. Under this scenario, there would be no changes to the existing condition of Sidney Street.
- Alternative 1.** Widen Sidney Street symmetrically to the east and west, with traffic islands at the Tracey Street / Tracey Park Drive intersection.
- Alternative 2.** Widen Sidney Street predominantly to the west side, with traffic islands at the Tracey Street / Tracey Park Drive intersection.
- Alternative 3.** Widen Sidney Street predominantly to the east side, with traffic islands at the Tracey Street / Tracey Park Drive intersection.
- Alternative 4.** Widen Sidney Street to the east and west, without traffic islands at the Tracey Street / Tracey Park Drive intersection, and with a slight shift to the east mid-corridor.

Large drawings of each of the alternative designs are provided on the tables. Please write your thoughts on the drawings about any of the alternatives.

Each of these scenarios was evaluated relative to regulatory/policy standards, issues brought forward by the public, City guidelines, and design standards. The results of the evaluation are shown on the next presentation board.

EVALUATION OF THE SIDNEY STREET ALTERNATIVES



Preferred Alternative

Category	Regulatory / Policy/ Design Requirement	General Objective	Project-specific Target	DO NOTHING	ALTERNATIVE 1 Symmetrical widening with traffic islands at Tracey Street / Tracey Park Drive	ALTERNATIVE 2 Widening predominantly to the west side	ALTERNATIVE 3 Widening predominantly to the east side	ALTERNATIVE 4 Widening without traffic islands at Tracey Street / Tracey Park Drive and slight shift east mid-corridor
Natural Environment	Provincial Policy Statement (2014)	Protection of fish habitat	No development or site alteration in fish habitat or riparian areas (defined as areas within 15m from top of bank)	●	●	●	●	●
	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	●	●	●	●	●
	Ontario Regulation 319/09 – Quinte Conservation Authority	Protection of public safety and property from natural hazards, and protection of wetlands, shorelines and watercourses	No unapproved excavation, filling, site grading or development within 30 m of the Potter Creek tributary	●	●	●	●	●
Social and Economic Environment	City of Belleville Official Plan (2002)	Provision of a safe, convenient and functional transportation network	Provision of sufficient carrying capacity on Sidney Street to accommodate anticipated traffic growth	●	●	●	●	●
			Incorporation of dedicated cycling corridors or lanes where feasible	●	●	●	●	●
			Provision of street lighting and sidewalks where pedestrian traffic is anticipated	●	●	●	●	●
		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 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	●	●	●	●	●
		Providing accessibility for Ontarians with disabilities	Install ramps at intersections and across curbs; avoid use, wherever possible, of steps or impediments to access	●	●	●	●	●
	Use of audible pedestrian signals where demand warrants		●	●	●	●	●	
	Public concerns identified for the project	Improve ease of driveway access during high traffic conditions	Improve driveway access through design	●	●	●	●	●
			Improve pedestrian safety on the west side of Sidney Street	●	●	●	●	●
			Address difficulty with left turns from Sidney St. onto Bell Blvd. in both directions due to traffic congestion and lack of advance signal	●	●	●	●	●
	Property Impacts	Consideration of effects on property ownership	Minimize the total amount of residential and commercial property frontage lost	●	●	●	●	●
			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	●	●	●	●	●
Minimize the number of properties requiring full buy out			●	●	●	●	●	
Consideration of the usable portion of existing driveways		Minimize number of driveways that would become non-functional for parking	●	●	●	●	●	
Consideration of effects on ability to access residential driveways		Minimize restrictions on turning movements entering/exiting driveways on residential properties	●	●	●	●	●	
Transportation Design	TAC 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	●	●	●	●	●
		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	●	●	●	●	●



A detailed analysis of the alternatives can be found on the City's website at: www.buildbelleville.ca

ALTERNATIVE DESIGNS FOR THE TRACEY STREET / TRACEY PARK DRIVE INTERSECTION



As part of the study process, 4 scenarios were considered for the Tracey Street / Tracey Park Drive intersection, to address the Problem/Opportunity:

- Do Nothing** As part of the EA process, the City is required to evaluate the impact of NOT addressing the problems/opportunities in the study area. Under this scenario, there would be no changes to the existing condition of the Tracey Street / Tracey Park Drive intersection.
- Alternative 1.** Realign Tracey Street on the east side of Sidney Street, to improve the overall geometry of the intersection.
- Alternative 2.** Realign Tracey Park Drive on the west side of Sidney Street, to improve the overall geometry of the intersection.
- Alternative 3.** Change the alignment of both Tracey Street and Tracey Park Drive on both sides of Sidney Street to improve the overall geometry of the intersection.

Large drawings of each of the alternative designs are provided on the tables. Please write your thoughts on the drawings about any of the alternatives.

Each of these scenarios was evaluated relative to regulatory/policy standards, issues brought forward by the public, City guidelines, and design standards. The results of the evaluation are shown on the next presentation board.

EVALUATION OF THE TRACEY STREET/ TRACEY PARK DRIVE INTERSECTION ALTERNATIVES



Preferred Alternative

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	●	●	●	●
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	●	●	●	●
		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 natural disaster	●	●	●	●
		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	●	●	●	●
			Use of audible pedestrian signals where demand warrants	●	●	●	●
	Property Impacts	Consideration of effects on property ownership	Minimize the total amount of residential property frontage lost	●	●	●	●
			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	●	●	●	●
			Minimize the number of properties requiring full buy out	●	●	●	●
		Consideration of the usable portion of existing residential driveways	Minimize number of driveways that would 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	●	●	●
Safe separation of pedestrians from driving lanes			Provision of a boulevard buffer between any proposed sidewalks and driving lanes	●	●	●	●
Protect other infrastructure in the project area			Minimize the need to interfere with or relocate existing utilities	●	●	●	●



A detailed analysis of the alternatives can be found on the City's website at: www.buildbelleville.ca

FINAL STEPS



Final Steps:

- Receive and review comments received from this Public Information Centre, and from external agencies.
- Confirm preferred design and issue the Notice of Study Completion and Environmental Study Report for public review.
- Receive and review comments received during the 30-day public review period.

Your Comments are Important to Us

Please ask questions of the project team (listed below), and complete a comment sheet before you leave. You may also submit your comment sheet and return by mail until **March 6, 2015**.

Deanna O'Leary, P.Eng.
Senior Project Manager
City of Belleville
169 Front Street, Belleville, K8N 2Y8
(613) 967-3200 ext. 3527
doleary@city.belleville.on.ca

Doug Timms, P.Eng.
Project Manager
CIMA Canada Inc.
55 King Street East, Bowmanville, L1C 1N4
(905) 697-4464
Doug.Timms@cima.ca

Jennifer Haslett, B.Sc., EP
Environmental Assessment Specialist
Golder Associates Ltd.
100 Scotia Court, Whitby, L1N 8Y6
(905) 723-2727
Jennifer_Haslett@golder.com

Appeals Process

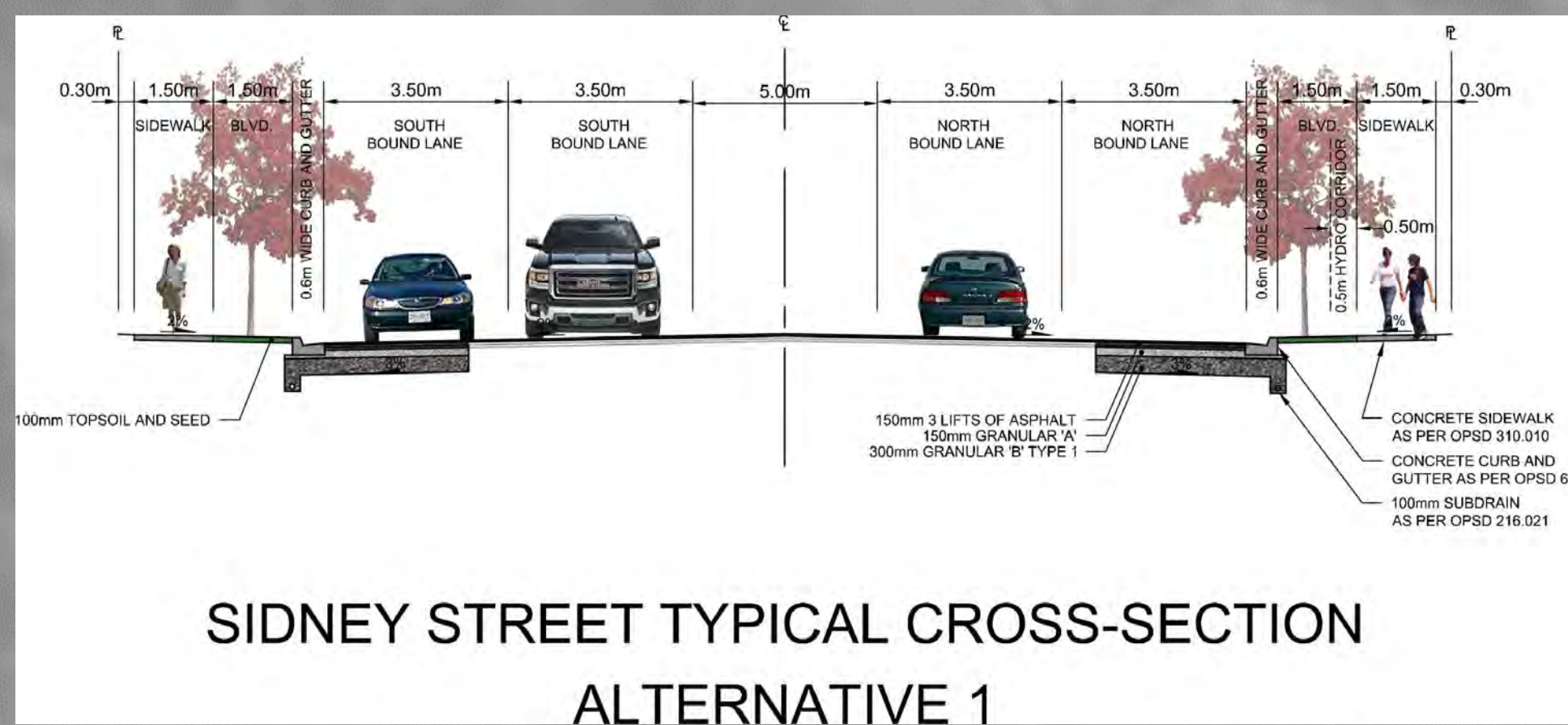
If concerns regarding the project cannot be resolved in discussion with the City of Belleville, a person or party may request that the Minister of the Environment and Climate Change make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which requires an Individual Environmental Assessment. Requests must be received by the Minister within the 30-day review period following issuance of the Notice of Study Completion. If no new or outstanding concerns are brought forward during the review period, the City may complete the detailed design and construction of the project. Anyone wishing to request a Part II Order must submit a written request, by the end of the thirty (30) calendar day review period, to the Minister of the Environment and Climate Change at the following address, with copies sent to the Director of the Environmental Approvals Branch, and the City's Project Manager.

Hon. Glen Murray
Ministry of the Environment and Climate Change
77 Wellesley St. W, Floor 11
Toronto, ON, M7A 2T5

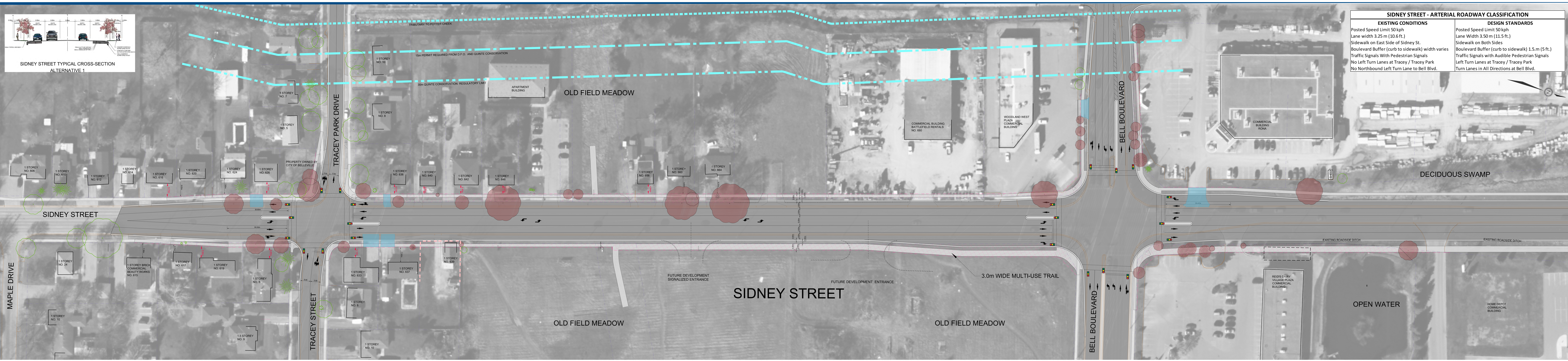
Director, Environmental Approvals Branch
Ministry of the Environment and Climate Change
2 St. Clair Ave W, Floor 12A
Toronto, ON, M4V 1L5

Freedom of Information and Protection of Privacy

Information collected at this Public Information Centre is being collected in accordance with the *Freedom of Information and Protection of Privacy Act* (R.S.O. 1990). This information will be kept by the City of Belleville on file and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. Names and addresses will be kept confidential.



SIDNEY STREET - ARTERIAL ROADWAY CLASSIFICATION	
EXISTING CONDITIONS	DESIGN STANDARDS
Posted Speed Limit 50 kph	Posted Speed Limit 50 kph
Lane width 3.25 m (10.6 ft.)	Lane Width 3.50 m (11.5 ft.)
Sidewalk on East Side of Sidney St.	Sidewalk on Both Sides
Boulevard Buffer (curb to sidewalk) width varies	Boulevard Buffer (curb to sidewalk) 1.5 m (5 ft.)
Traffic Signals With Pedestrian Signals	Traffic Signals with Audible Pedestrian Signals
No Left Turn Lanes at Tracey / Tracey Park	Left Turn Lanes at Tracey / Tracey Park
No Northbound Left Turn Lane to Bell Blvd.	Turn Lanes in All Directions at Bell Blvd.



- LEGEND**
- Tree pruning/removal required
 - Loss of property frontage
 - Driveway turning movement restricted
 - Loss of driveway functionality
 - Property requiring full buy out
 - Setback does not meet City Standards

ALTERNATIVE 1 - Symmetrical Widening with Traffic Islands at Tracey St./Tracey Park Dr.
SIDNEY STREET CORRIDOR IMPROVEMENTS
 BELL BOULEVARD TO TRACEY STREET
 Municipal Class Environmental Assessment

