Welcome to this Public Information Centre (PIC) meeting. Please record your attendance and obtain a comment sheet at the registration desk.

Background reports are available at the Resource Table. Should you have any questions regarding the presentation materials, or any other aspect of the study, please speak to any of 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 forms in the comment box or mail/ fax/ e-mail to the address at the bottom of the form over the next two weeks.

There is an opportunity at any time during the EA process for interested persons to provide comments. 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.
The City of Belleville has initiated an Environmental Assessment (EA) to examine the extension of Station Street/Haig Road, in order to establish a new collector road link as outlined in its Official Plan.

This EA 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 in defining a recommended plan for improvements.

This Study is being completed as a Schedule ‘B’ undertaking, based on the range of anticipated effects (i.e. Minor environmental impacts) and capital cost of the roadway extension project (i.e. less than $2.3M).

The following exhibits display the above information.
This project is being undertaken as a Schedule “B” Class EA in accordance with the Municipal Class Environmental Assessment, 2011, which is available at the Resource Table.

This Schedule “B” Municipal Class EA project will culminate in the delivery of a Project File, a compilation of all data/reports produced for the project.

There is an opportunity at any time during the environmental assessment process for interested persons to provide comments and review outstanding issues. If after participating in this project, and at the conclusion of the process, you still have concerns, you have the right to request the Minister of the Environment to reclassify the project as a Part II order (or bump-up) to an Individual Environmental Assessment.

Study process is here.
Need and Justification - Transportation

The extension of Station Street and Haig Road are required to provide a collector road. This need was identified as a project in the City’s Official Plan and Transportation Master Plan (TMP - May 2014), to improve transportation links to/from the expanding development/community (Stanley Park Development area).

Design Criteria - Station Street and Haig Road

<table>
<thead>
<tr>
<th>Design Criteria</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Class:</td>
<td>Collector</td>
</tr>
<tr>
<td>Design AADT:</td>
<td>5000</td>
</tr>
<tr>
<td>Design Truck Percentage:</td>
<td>3%</td>
</tr>
<tr>
<td>Transit Route:</td>
<td>Yes</td>
</tr>
<tr>
<td>Post Speed:</td>
<td>50 km/h</td>
</tr>
<tr>
<td>Design Speed:</td>
<td>70 km/h</td>
</tr>
<tr>
<td>Minimum Horizontal Curve Radius:</td>
<td>130 m</td>
</tr>
<tr>
<td>Maximum Superelevation:</td>
<td>4%</td>
</tr>
<tr>
<td>Minimum Vertical Curve:</td>
<td></td>
</tr>
<tr>
<td>Crest:</td>
<td>K=15</td>
</tr>
<tr>
<td>Sag (headlight control):</td>
<td>K=18</td>
</tr>
<tr>
<td>* Lane Width:</td>
<td>3.5 m</td>
</tr>
<tr>
<td>* Bike Lane Width (urban):</td>
<td>1.5 m</td>
</tr>
<tr>
<td>Paved Shoulder Width (rural):</td>
<td>1.5 m</td>
</tr>
<tr>
<td>Sidewalk Width:</td>
<td>1.5 m</td>
</tr>
<tr>
<td>Boulevard (urban):</td>
<td>1.8 m</td>
</tr>
<tr>
<td>Stopping Sight Distance:</td>
<td>100 m</td>
</tr>
<tr>
<td>Right-of-way:</td>
<td>30 m</td>
</tr>
<tr>
<td>Side Street Sight Distance Triangles:</td>
<td>6 m</td>
</tr>
</tbody>
</table>

Legend: * supported by TMP
Environmental Inventories

Natural Environment
- Provincially Significant Wetland exists both south (Stanley Park) and east (Bell Creek) of the proposed roadway route but is not directly impacted
- Proposed route impacts no natural upland habitat, staying within long transformed areas and landscape regenerating from vegetation removal
- Active Osprey nest adjacent the proposed roadway route will be protected but may require relocation eastward
- No other natural environment features of even local significance are impacted by the proposed roadway route
- Potential for the salvage and transplanting of natural vegetation along the wetland side of the roadway to enhance protection for wetland features and functions.
- Some potential for habitat enhancement

Fisheries Assessment
- Intermittent watercourse with several cattails.
- No fish habitat.
- One or two culverts may be required for the preferred roadway alternative.
**Stage 1 Archaeology**

- North portion of the project area retains potential for the presence of both pre-contact First Nations and Euro-Canadian cultural materials. Recommend that the area of the new roadway be subjected to a Stage 2 property survey whereby shovel-sized test pits be placed across the area at five metre intervals. Test-pitting should extend at least five cm into subsoil and all soil screened through 6 mm wire mesh.

- The southern portion, along the existing Haig Road, has been significantly and extensively disturbed with construction of the roadway as well as the implementation of infrastructure and maintenance. Area has low archaeological potential and it is cleared of archaeological concerns.

**Cultural Heritage Screening**

City of Belleville Staff have confirmed that there are no listed or designated properties within or adjacent to the study area. Based on the analysis of historic research, available historic and topographic mapping, and the site visit undertaken in June 2014, it is concluded that there are no significant 19th or 20th century built heritage resources, cultural landscapes, or cultural heritage resources within the study area that will be impacted by the proposed extension of Station Street at Haig Road. Further study, such as a heritage impact assessment, is not considered necessary.
Geotechnical

Glacial Till
- A physiographic feature known as a bevelled till plain.
- A till plain is a flat plain of glacial till that forms when a sheet of ice becomes detached from the main body of a glacier and melts in place, depositing the sediments it carried. The glacial till can generally be described as clayey silt, silty clay, and silty sand with variable amounts of gravel, cobbles and boulder size material.
- No significant construction and operational impacts are anticipated for new roadway and buried service construction in areas underlain by glacial till.

Groundwater
- Excavation within the overburden deposits below the groundwater level (e.g. for buried services) should not present any significant constraints.
- It is anticipated that groundwater inflow into the excavations from the overburden will be somewhat limited by the low permeability soils (e.g. silty clay, clayey silt, glacial till).

Bedrock
- Limestone and shale bedrock of the Verulam formation
- Test pit and borehole information indicates that the bedrock surface is located between ground surface and 5.5 metres below ground surface.
CROSS SECTION ALTERNATIVES

OPTION 1
2-LANE URBAN

OPTION 2
2-LANE SEMI-URBAN

OPTION 3
RURAL
CARRIED FORWARD FROM SPRUCE GARDENS WESTERLY

OPTION 4
2-LANE URBAN
CARRIED FORWARD FROM SPRUCE GARDENS SOUTHERLY

Legend:
✓ Recommendation To Carry Forward
✗ Recommendation Not To Carry Forward
## Summary of Technically Preferred Plans

<table>
<thead>
<tr>
<th>CRITERION</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
<th>Alternative 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>✗</td>
<td>✗</td>
<td>✔</td>
<td>✔</td>
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<tr>
<td>Natural Environment</td>
<td>-</td>
<td>-</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Social Environment</td>
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<td>-</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Property Impacts</td>
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<tr>
<td>Cost</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>RECOMMENDATION</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✔ (Technically Preferred Alternative)</td>
</tr>
</tbody>
</table>

### Legend:
- **✓** Good (no impacts)
- **✗** Poor (impacts)
- **-** Fair (equal)
STATION STREET/HAIG ROAD EXTENSION
TECHNICALLY PREFERRED ALTERNATIVE

Legend:
- Existing Property Fabric
- Preliminary Property Requirements
- Proposed Main Direction
- Proposed Sidewalk/Recreational Path
- Proposed Soft Landscaping

Note: The location and design of proposed entrances are conceptual only and will be further defined as part of the site plan process.
Following this meeting we will:

- Review all Comments
- Finalize the Recommended Plans
- File Project File – Fall 2014

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

You can remain involved in the project by:

- Requesting that your name/e-mail be added to the mailing list
- Providing a written comment sheet
- Contacting the City or consultant at any time

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

Thank you for your participation at tonight’s meeting. Your input into this study is valuable and appreciated. Please provide your completed comment form on or before **August 6, 2014**. All information is collected in accordance with the Freedom of Information and Privacy Act.