

**Appendix I:**  
PIC Summary Report #2



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Belleville, Ontario  
K8N 2Y6  
Tel: (613) 966-4243  
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# **PUBLIC INFORMATION CENTRE #2**

## **SUMMARY REPORT**

### **Sidney Street and Bridge Street Improvements**

**City of Belleville**

**January 2022**

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**Submitted To:**

The Corporation of the City of Belleville  
City Hall  
169 Front Street  
Belleville, Ontario  
K8N 2Y8

**Public Information Centre #2**

**Summary Report**

for

Sidney Street Widening and Bridge Street West Intersection Improvements

City of Belleville

Prepared by Ainley Group

January 2022

Prepared By:



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Samantha Wilson, B.Sc.  
Environmental Planner  
Ainley Group



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Scott Reynolds, B.Sc. (Env), EP  
Manager of Environmental Planning  
Ainley Group

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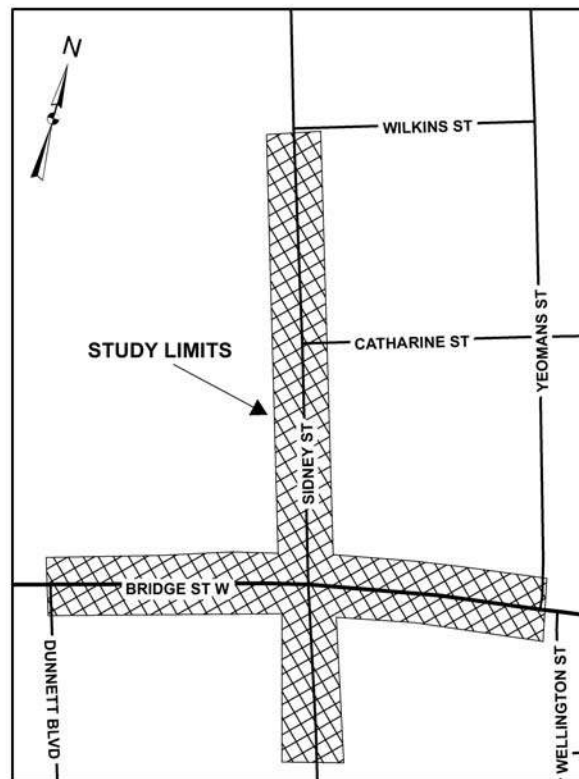
**Appendix A** - Notice of Public Information Centre and Agency Contact Letters

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## 1.0 The Study

The City of Belleville has retained Ainley Graham & Associates Limited (Ainley Group) to fulfill the requirements of the Municipal Class Environmental Assessment process in order to confirm potential vehicular traffic improvements to meet projected traffic demands on Sidney Street, located south of Wilkins Street southerly to Bridge Street West, and improvements to the Bridge Street West intersection. The study limits are shown in **Figure 1**.



**Figure 1 - Key Map**

## 2.0 The Process

The proposed widening of Sidney Street and improvements to the Bridge Street West intersection is classified as a Schedule 'B' undertaking in accordance with the Municipal Class Environmental Assessment (MCEA). Public consultation is an important part of the MCEA process. In accordance with the MCEA, a second on-line Public Information Centre (PIC) was hosted in order to summarize the first PIC, including the concerns and issues brought forward

by the public, to present the preferred alternative, and to provide an opportunity for the public to discuss and provide further comments on the project.

This summary focuses on the results of PIC #2, which was held on-line on the City of Belleville website from May 17 to June 4, 2021.

## 2.1 Public and External Agency Notification

A Notice of the Second On-line Public Information Centre was advertised on the City of Belleville's website, and was published in The Intelligencer newspaper on May 15<sup>th</sup> and May 18<sup>th</sup>, 2021. In addition to website and newspaper notices, notification was made through letter correspondence to external agencies, Indigenous groups, and stakeholders, on May 13<sup>th</sup>, 2021 providing the dates and website of the on-line PIC. A copy of the Notice of the Second On-Line Public Information Centre and example correspondence sent to agencies, stakeholders, and Indigenous groups is provided in **Appendix A**.

## 2.2 Purpose of the Public Information Centre

The second Public Information Centre was held to summarize the first PIC, present the preferred solutions, and to provide an opportunity for the public to discuss and provide further comments on the widening of Sidney Street and improvements to the Bridge Street West intersection. Contact information for individuals from the City of Belleville and Ainley Group (consulting engineers) were provided with the posted information to allow questions to be submitted and answered.

The PIC was conducted on-line over an extended period of time, May 17<sup>th</sup> to June 4<sup>th</sup>, 202, to allow ample time for review and comment. Display materials were posted on the City of Belleville website.

Members of the public and agencies were invited to review the online boards presenting the proposed information. The online boards at the PIC included the following:

- Welcome to PIC #2
- Methods of Communication
- Project Location Plan
- Problem and Opportunity Statement
- Municipal Class EA Process
- MCEA Process to Date
- Alternatives
- Community Feedback / Aspects for Consideration
- Factor Specific Studies – Traffic
- Other Factor Specific Studies
- Selection of Preferred Alternative

- Sidney Street Corridor
- Bridge Street West Corridor
- Refining Preferred Alternative
- Preferred Alternative
- Preferred Alternative Cross Sections
- Summary of Preferred Alternative
- Next Steps

On-line comment forms were available along with the PIC material. Interested members were given the option to provide comments by email, fax, or mail, with comments being requested by June 4<sup>th</sup>, 2021.

The display boards provided at the PIC are provided in **Appendix B**.

### **2.3 Public / Agency Responses**

The following interested persons provided comments for the PIC:

- One (1) member of the public provided a comment.
- Three (3) agencies provided comments.

### **2.4 Summary of Comments Received Before the PIC**

A few comments from agencies within the project area provided comments prior to the PIC after receiving the Notice of the Second On-line Public Information Centre. Two (2) comments were received prior to the on-line PIC via email. Samples of the general comments are provided below:

- Stated that the agency contact the notice was sent to is no longer the delivery supervisor for Belleville but that the two new delivery supervisors have been copied on the correspondence.
- Stated that they would be out of the office for the next couple of days but will respond to the email upon return.

A complete summary of all comments received prior to the on-line PIC is provided in **Table 1**. A copy of the comments received before the on-line PIC is provided in **Appendix C**.

### **2.5 Summary of Comments Received During or After the PIC**

Two (2) individuals / agencies provided comments during the PIC via email. Samples of the general comments are provided below:

- Response states that they are the owners of 250 Sidney Street and that there are a number of monitoring wells on Sidney Street particularly between Catharine Street and Wilings Street. These wells are currently being tested twice a year and will continue to be tested for another 18 years. The integrity of the wells needs to be maintained during construction and if they are damaged they will need to be repaired or replaced. The response also stated that Greer Galloway is their environmental consultant and to contact them to identify the location of the wells.
  
- Response states that they have no particular property interests but that they regularly drive the study area and that they agree the area needs to be upgraded. The resident states that although roundabouts are great they are not pedestrian friendly and that a busy urban area with high pedestrian traffic is not a good location for a roundabout. So overall they agree with rejecting Alternative #4. When deciding between Alternatives #2 and #3 the vast number of existing traffic lights needs to be considered and that currently there does not seem to be a reason to install traffic signals at the Sidney / Catherine Street intersection. The resident agrees that some provision should be made now for that intersection but that traffic signals are not warranted until the future when traffic volumes from the development of the Ben Bleecker site actually take place. The resident did not have any views about the traffic signals at the Bridge / Yeoman intersection but suspects that similar considerations might apply. Traffic signals at the Sidney / Bridge intersection are of course essential but they should be coordinated with the ones on Sidney just south of Bridge to avoid drivers having to stop at both sets of red lights. All traffic signals in the area should also be coordinated to keep traffic moving to the maximum extent possible. The resident's last comment stated that the MUP along Bridge Street West is shown on some of the diagrams but is not mentioned in any of the text and it is an important feature.
  - A response was provided which stated that a detailed Traffic Analysis completed under the MCEA looked at the transportation needs of the study area assuming the highest and best use for future development scenarios on the Fairground and former Ben Bleecker sites. The City will also require detailed Traffic Impact Studies be completed and submitted with any major planning applications for these sites in the future. The response also stated that Alternative #3 was selected as the preferred alternative to meet the long-term traffic needs of the study area and that during the detail design stage future traffic projections will be revisited to affirm the need for signalization at the Sidney / Catharine and Bridge / Yeomans intersections. It is likely that construction will be a phased approach. The Multi-Use Path on the north side of Bridge Street West is planned to be reinstated.

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## **2.6 Freedom of Information and Privacy Act**

With the exception of personal information, the above-noted comments will be maintained as a public database and kept on file for use during the study. Unless otherwise requested, the comments may be included in the Study documentation that is made available for public review.

## **Tables**

**TABLE 1: COMMENTS RECEIVED BEFORE PIC #2**

<b>No.</b>	<b>Public / Agency</b>	<b>Comment Summary / Concerns</b>
1	Agency - Canada Post	Response stated that the agency contact is no longer the delivery supervisor for Belleville but that the two new delivery supervisors have been copied on the correspondence.
2	Agency - Ministry of Indigenous Affairs	Response states that the agency contact will be out of the office for the next couple of days but will respond to the email upon her return.

**TABLE 2: COMMENTS RECEIVED DURING PIC #2**

<b>No.</b>	<b>Public / Agency</b>	<b>Comment Summary / Concerns</b>
1	Agency - Toronto Capital	Response states that they are the owners of 250 Sidney Street and that there are a number of monitoring wells on Sidney Street particularly between Catharine Street and Wilings Street. These wells are currently being tested twice a year and will continue to be tested for another 18 years. The integrity of the wells needs to be maintained during construction and if they are damaged they will need to be repaired or replaced. The response also stated that Greer Galloway is their environmental consultant and to contact them to identify the location of the wells.
2	Resident	Response states that they have no particular property interests but that they regularly drive the study area and that they agree the area needs to be upgraded. The resident states that although roundabouts are great they are not pedestrian friendly and that a busy urban area with high pedestrian traffic is not a good location for a roundabout. So overall they agree with rejecting Alternative #4. When deciding between Alternatives #2 and #3 the vast number of existing traffic lights needs to be considered and that currently there does not seem to be a reason to install traffic signals at the Sidney / Catherine Street intersection. The resident agrees that some provision should be made now for that intersection but that traffic signals are not warranted until the future when traffic volumes from the development of the Ben Blecker site actually takes place. The resident did not have any views about the traffic signals at the Bridge / Yeoman intersection but suspects that similar considerations might apply. Traffic signals at the Sidney / Bridge intersection are of course essential but they should be coordinated with the ones on Sidney just south of Bridge to avoid drivers having to stop at both sets of red lights. All traffic signals in the area should also be coordinated to keep traffic moving to the maximum extent possible. The resident's last comment stated that the MUP along Bridge Street West is shown on some of the diagrams but is not mentioned in any of the text and it is an important feature.

## **Appendix A**

### **Notice of Public Information Centre and Agency Contact Letters**

May 13, 2021

18597-1

INDIGENOUS  
ADDRESS  
ADDRESS  
ADDRESS

Attn: **INDIGENOUS**

Ref: **Notice of the Second On-Line Public Information Centre  
Sidney Street Widening and Bridge Street West Intersection Improvements  
City of Belleville**

To INDIGENOUS:

The City of Belleville has retained Ainley Group to complete the Municipal Class Environmental Assessment (MCEA) process for the widening of Sidney Street (south of Wilkins Street southerly to Bridge Street West), and improvements to the Bridge Street West intersection. The study limits are shown on the attached project location plan.

### **The Process**

The preliminary design activities for Sidney Street and Bridge Street West intersection are being completed as a Schedule 'B' undertaking in accordance with the MCEA, which applies to municipal infrastructure projects including roads, bridges, water, and wastewater projects.

Public and agency consultation is an important component of the MCEA process. The first Public Information Centre (PIC) was held on August 14th, 2019 to provide background information and to present preliminary design alternatives for the intersection improvements and widening. A second PIC is being held to provide information regarding the preliminary recommended alternative for the project.

PIC #2 will follow an 'on-line' format with material posted and available for viewing and comment from **May 17<sup>th</sup>** until **June 4<sup>th</sup>, 2021** on the City of Belleville website at [www.belleville.ca/projects](http://www.belleville.ca/projects) under Public Information Centre, Sidney Street Widening and Bridge Street West Intersection Improvements.

Comments on the PIC material may be submitted through the website above, or to the project contacts listed below. Subject to comments received and the receipt of necessary approvals, the City of Belleville intends to proceed with the planning, design, and construction of this project.

## Comments

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. You are encouraged to provide written comments or to contact the City of Belleville or the Project Lead Consultant if you have any questions or concerns regarding this project.

**Mr. Brian Paquin, P.Eng.**

Consultant Project Manager  
Ainley Group  
139 Front Street, Unit 100  
Belleville, Ontario  
K8N 2Y6

Phone: (613) 966-4243  
Fax: (613) 966-1168  
Email: paquin@ainleygroup.com

**Ms. Deanna O’Leary, P.Eng.**

Senior Project Manager  
City of Belleville  
169 Front Street  
Belleville, Ontario  
K8N 2Y8

Phone: (613) 968-6481 ext. 3527  
TTY: (613) 967-3768  
Email: doleary@belleville.ca

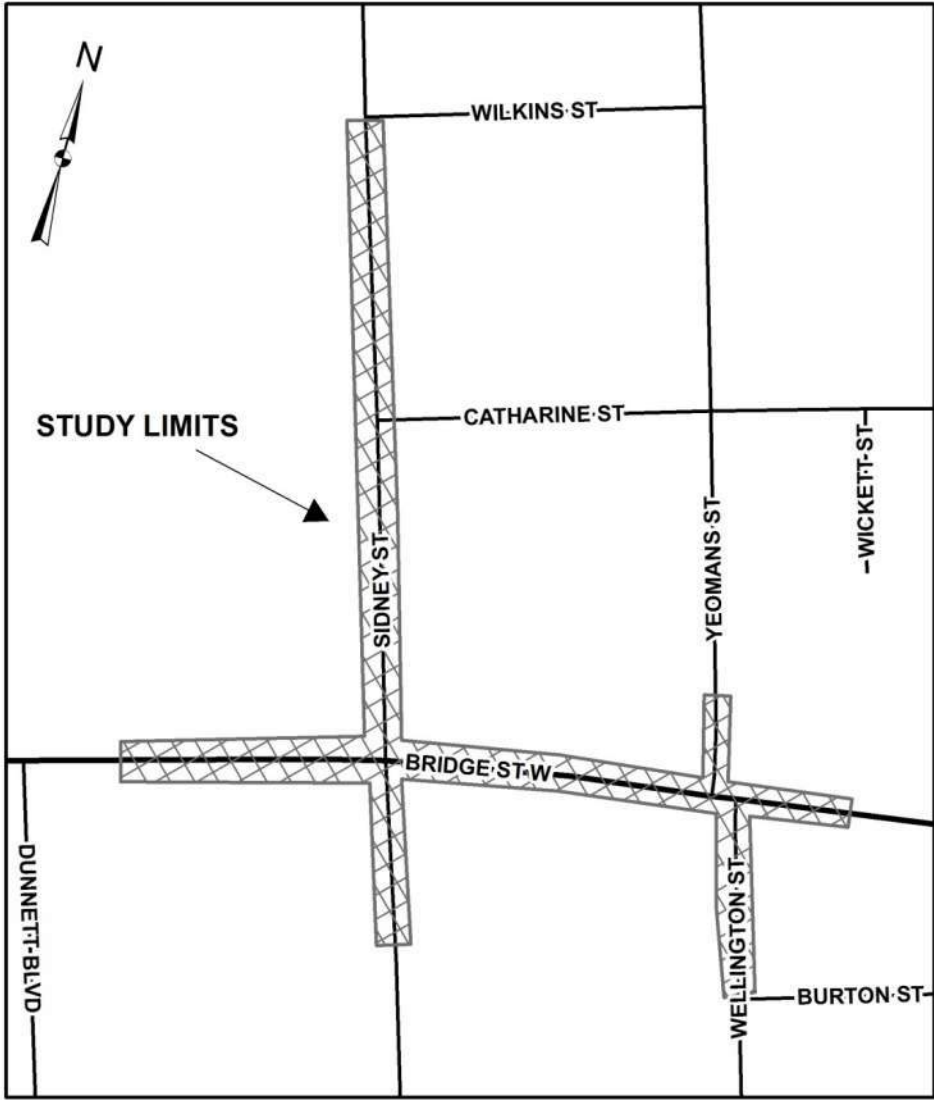
These comments will be maintained on file for use during the study in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. If you have any accommodation requirements in order to participate in this project please contact one of the project team members listed above.

Sincerely,

Deanna O’Leary, P.Eng.  
Senior Project Manager – City of Belleville

cc. Brian Paquin, P.Eng., Consultant Project Manager – Ainley Group  
Scott Reynolds, B.Sc.(Env), EP, Consultant Environmental Planner – Ainley Group

Project Location Plan  
(not to scale)





**Notice of the Second Public Information Centre**  
**City of Belleville**  
**Municipal Class Environmental Assessment**  
**Sidney Street Widening and Bridge Street West Intersection**  
**Improvements**

The City of Belleville has retained Ainley Group to complete the Municipal Class Environmental Assessment (MCEA) process for the widening of Sidney Street (south of Wilkins Street southerly to Bridge Street West), and improvements to the Bridge Street West intersection.

The preliminary design activities for Sidney Street and the Bridge Street West intersection improvements are being completed as a Schedule 'B' undertaking in accordance with the MCEA, which applies to municipal infrastructure projects including roads, bridges, water, and wastewater projects.

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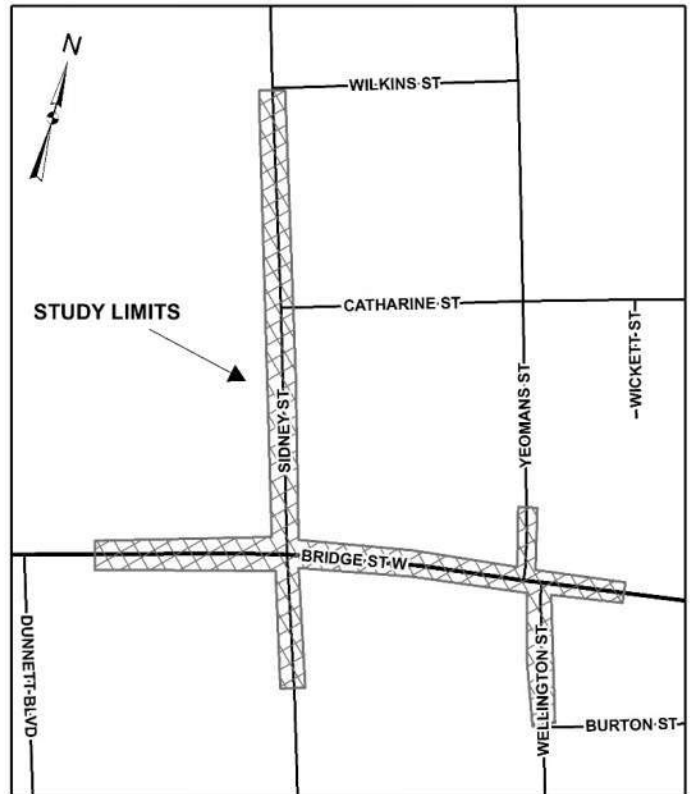
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Ainley Graham & Associates Limited  
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Tel: (613) 966-4243 • Fax: (613) 966-1168  
E-mail [belleville@ainleygroup.com](mailto:belleville@ainleygroup.com)

May 13, 2021

18597-1

AGENCY  
ADDRESS  
ADDRESS  
ADDRESS

Attn: **AGENCY**

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City of Belleville**

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Sincerely,



Scott Reynolds, B.Sc.(Env), EP  
Consultant Environmental Planner

cc. Brian Paquin, P.Eng., Consultant Project Manager – Ainley Group  
Deanna O'Leary, P.Eng., Senior Project Manager – City of Belleville

Project Location Plan  
(not to scale)





## FLIGHT BAN CUTS COVID ARRIVALS

The number of planes landing in Canada carrying passengers with COVID-19 was cut by more than half in the two weeks after the federal government barred incoming flights from India and Pakistan for 30 days. The last flights to arrive from India landed in Toronto on April 23. Health Canada data posted online show between April 10 and 23, 135 international flights arrived with at least one passenger who had COVID-19.



Thirty-six of those were direct flights from India and two were from Pakistan. Between April 24 and May 7, the total number fell to 56 flights, including a dozen from the U.S. and eight from Europe. Health Canada says the ban has also affected passengers trying to return to Canada from those countries on connecting flights through airports in Europe or the U.S.  
*The Canadian Press*

THE INTELLIGENCER SATURDAY, MAY 15, 2021

SECTION A

# Officials lay out roadmap for post-vaccine life

Canadians can expect 'an outdoor summer' if vaccination rates keep up

Federal health officials are laying out their vision of what life could look like after most Canadians are vaccinated against COVID-19. Canada's chief public health officer says the country may have "passed the peak" of the third wave, as average daily COVID-19 case counts dropped to fewer than 7,000 for the first time since April. Dr. Theresa Tam is touting "great strides" in the fact nearly 50 per cent of adults have at least one vaccine dose. She says maintaining that pace will allow "an outdoor summer that gets us back into many of the activities we've been missing." That could include small outdoor gatherings with family and friends, picnics at parks and patio reunions. She says federal modelling suggests at least 75 per cent of adults have to receive at least one jab, in-

cluding 20 per cent who have both doses, to allow for small outdoor gatherings in the warm season. Tam says at least 75 per cent of eligible adults have to be fully immunized in order for in-person learning at colleges, as well as indoor sports and large family gatherings, to safely resume in the fall. Tam says there has also been a decline in severe illness, with an average of fewer than 4,000 COVID-19 patients being treated in hospital each day. Meanwhile, some health experts are questioning Canada's decision to accept thousands of doses of the Oxford-AstraZeneca vaccine from a global vaccine-sharing alliance, only to have them sit in freezers in an Ontario warehouse. More than 655,000 doses of AstraZeneca, which most provinces have now decided against




Dr. Theresa Tam said Friday that Canadians can look forward to "an outdoor summer" if current vaccination rates keep up. REUTERS FILES

using first doses, arrived in Canada through the COVAX initiative Thursday. It is the time vaccines have been delivered to Canada without immediately being distributed to provinces and territories, because Ottawa isn't yet clear who wants them. Maj.-Gen. Dany Fortin, who is

managing vaccine logistics for the federal government, said Thursday the Public Health Agency of Canada is waiting for provinces to put in their orders for those doses before sending them out. But most provinces have now decided to stop giving AstraZeneca as a first dose and are still mulling whether to give it as a second dose

or offer to get their second dose using either the Pfizer-BioNTech or Moderna vaccines. Dr. Irfan Dhalla, an internal medicine specialist in Toronto, says it is unconscionable to sit on those doses and the choice must be made immediately to use them or send them to countries that will.  
*The Canadian Press*



**Notice of the Second Public Information Centre**  
**City of Belleville**  
**Municipal Class Environmental Assessment**  
**Sidney Street Widening and Bridge Street West Intersection Improvements**

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## INJURY LAWYERS

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Maj.-Gen. Dany Fortin left his post as head of the federal COVID-19 vaccination effort last week. THE CANADIAN PRESS FILES

CANADA

Canada to get 4.5M vaccine doses

LEE BERTHAUME

OTTAWA Canada is set to receive a large infusion of COVID-19 vaccines this week.

The federal government says it expects around 4.5 million doses to arrive this week thanks to planned deliveries from Pfizer-BioNTech and Moderna.

Pfizer and BioNTech had been scheduled to deliver around 2 million doses this week as their vaccines continue to flow into Canada on a regular basis after early hiccups in February and March.

But the federal government says the two companies will ship an additional 1.4 million shots, which were originally slated to land next week but are now expected to arrive before the upcoming holiday weekend.

Moderna is also expected to deliver 1.1 million doses this week.

There are also ongoing questions about the government's plans for the Oxford-AstraZeneca or Johnson and Johnson vaccines.

More than 655,000 shots of AstraZeneca arrived through the global vaccine-sharing initiative known as COVAX on Thursday, but most provinces have temporarily paused their use for first doses amid supply issues and the potential risk of rare blood clots.

The Canadian Press

Liberals silent on nature of Fortin probe

Major-general stepped down as head of COVID-19 vaccination effort last week

LEE BERTHAUME

OTTAWA The Liberal government is scrambling to reassure Canadians that the COVID-19 vaccination campaign will not be hurt by Maj.-Gen. Dany Fortin's sudden departure, but are remaining tight-lipped over why he has been sidelined and who will replace him.

The Department of National Defence issued a terse three-line statement on Friday evening that Maj.-Gen. Dany Fortin was leaving his role as head of the government's vaccine distribution efforts because of an unspecified "military investigation."

Some experts have expressed worry over the lack of information about the nature of the investigation given the importance of Fortin's role and recent concerns about a lack of transparency and

accountability from the military.

They have also questioned why it is taking so long for the government to identify a replacement to take over leadership of the vaccination rollout.

The Canadian Press has confirmed via a source who was granted anonymity because they were not authorized to discuss the matter publicly that the investigation relates to an allegation of sexual misconduct.

CTV News reported on Sunday that Fortin is being investigated for having allegedly exposed himself to a woman while he was an officer cadet at the Royal Military College in Saint-Jean, Que., in 1989.

Fortin declined to comment in an email to The Canadian Press and CTV quoted his lawyer as saying the general "completely

denies" any wrongdoing.

Conservative Leader Erin O'Toole on Monday called on the government to provide Canadians with more information, and suggested its failure to do so represented a threat to public confidence in the military and the vaccine campaign.

"Justin Trudeau must be transparent with Canadians, who deserve confidence in our system, and that starts with providing information," O'Toole said in a statement.

"The government released a statement late Friday announcing that Maj.-Gen. Fortin would no longer be in charge of the vaccine rollout while an investigation was ongoing, but have yet to confirm the nature of the investigation."

O'Toole also demanded the government announce who will be taking over from Fortin, who was appointed to the Public Health Agency of Canada in November to manage the vaccination campaign after overseeing the NATO

training mission in Iraq.

Prime Minister Justin Trudeau made a brief public appearance on Monday to announce federal funding for the hiring of auditors for home-energy retrofits, but he did not stick around to take any questions.

It instead fell to Natural Resources Minister Seamus O'Regan and Employment Minister Carla Qualtrough to answer questions about Fortin's removal and what it would mean for the vaccination campaign.

The ministers played down any significant impact on the campaign, suggesting it is well underway and that other Canadian Armed Forces members are continuing to play an important role in the effort.

But both remained otherwise mum on the nature of the investigation, when the government first learned about it, and who will be tapped to replace Fortin.

"I don't have the exact name details of the individual that will be replacing, either in the interim or permanently, Maj.-Gen. Fortin," Qualtrough said.

"But the mission is ongoing. We keep delivering, we are keeping the operation going so ultimately, at the end of the day, Canadians get the vaccines that we have to deliver to them."

The Canadian Press

**Notice of the Second Public Information Centre**  
**City of Belleville**  
**Municipal Class Environmental Assessment**  
**Sidney Street Widening and Bridge Street West Intersection Improvements**

The City of Belleville has retained Ainley Group to complete the Municipal Class Environmental Assessment (MCEA) process for the widening of Sidney Street (south of Wilkins Street southerly to Bridge Street West), and improvements to the Bridge Street West intersection.

The preliminary design activities for Sidney Street and the Bridge Street West intersection improvements are being completed as a Schedule 'B' undertaking in accordance with the MCEA, which applies to municipal infrastructure projects including roads, bridges, water, and wastewater projects.

Public and agency consultation is an important component of the MCEA process. The first Public Information Centre (PIC) was held on August 14<sup>th</sup>, 2019 to provide background information and to present preliminary design alternatives for the intersection improvements and widening.

A second PIC is being held to provide information regarding the preliminary recommended alternative for the project.

PIC #2 will follow an 'on-line' format with material posted and available for viewing and comment from **May 17<sup>th</sup> until June 4<sup>th</sup>, 2021** on the City of Belleville website at [www.belleville.ca/projects](http://www.belleville.ca/projects) under Public Information Centre, Sidney Street Widening and Bridge Street West Intersection Improvements.

Staff from the City and Project Lead Consultant are available to answer any questions. Subject to comments received and the receipt of necessary approvals, the City of Belleville intends to proceed with the planning, design, and construction of this project. If you are interested in providing comments or receiving further information on this project, please contact the following individuals:

**Mr. Brian Paquin, P.Eng.**  
 Consultant Project Manager  
 Ainley Group  
 139 Front Street, Unit 100  
 Belleville, ON K8N 2Y6  
 Phone: (613) 966-4243  
 Fax: (613) 966-1168  
 Email: [paquin@ainleygroup.com](mailto:paquin@ainleygroup.com)

**Ms. Deanna O'Leary, P.Eng.**  
 Senior Project Manager  
 City of Belleville  
 169 Front Street  
 Belleville, ON K8N 2Y8  
 Phone: (613) 968-6481 ext. 3527  
 TTY: (613) 967-3768  
 Email: [doleary@belleville.ca](mailto:doleary@belleville.ca)

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. These comments will be maintained on file for use during the study in accordance with the Freedom of Information and Protection of Privacy Act. All comments, with the exception of personal information, will become part of the public record. If you have any accommodation requirements in order to participate in this project please contact one of the project team members listed above.

Belleville and Area Forecast

Today	Tomorrow	Thursday	Friday	Saturday
High 24° Low 12° Variable cloudiness. Winds southwesterly 17 km/h.	High 26° Low 15° Sunny. Winds light.	High 24° Low 16° Mainly cloudy. Feels like 28. Winds southwesterly 15 km/h.	High 27° Low 18° Mainly cloudy. Feels like 33. Winds light.	High 27° Low 18° Isolated showers (POP 40%). Feels like 33. Winds westerly 15 km/h.

**BE WEATHER READY**

Your personalized forecast and emergency updates delivered straight to you.

The Weather Network

Available on the App Store and Google Play.

**Canada tomorrow**

Banff	rain/snow	5/2
Calgary	p. cloudy	9/0
Charlottetown	p. cloudy	10/4
Edmonton	rain/snow	5/3
Fredericton	p. cloudy	20/5
Halifax	p. cloudy	16/5
Gander	p. cloudy	15/2
Iqaluit	p. cloudy	3/-10
Kamloops	showers	13/4
Kingston	sunny	22/12
Moncton	p. cloudy	14/3
Montreal	p. cloudy	29/16
Ottawa	sunny	29/15
Quebec City	p. cloudy	24/12
Regina	showers	20/5
Saint John	p. cloudy	17/6
Saskatoon	p. cloudy	14/-1
St. John's	p. cloudy	9/3
Thunder Bay	showers	16/13
Toronto	p. cloudy	26/14
Vancouver	showers	13/7
Victoria	p. cloudy	12/6
Whistler	showers	8/1
Whitehorse	p. cloudy	13/2
Winnipeg	tshowers	26/14
Yellowknife	p. cloudy	2/-9

**Eastern Ontario Today**

**United States tomorrow**

Atlanta	p. cloudy	28/15
Atlanta City	sunny	30/15
Boston	p. cloudy	27/15
Buffalo	p. cloudy	26/16
Chicago	showers	24/20
Cleveland	p. cloudy	27/17
Dallas	tstorms	25/21
Denver	cloudy	20/9
Detroit	p. sunny	27/18
Honolulu	p. cloudy	29/23
Houston	tstorms	27/20
Indianapolis	showers	25/17
Los Angeles	p. cloudy	23/15
Las Vegas	sunny	35/20
Miami	showers	29/24
Minneapolis	tstorms	21/19
Myrtle Beach	sunny	25/18
New Orleans	tshowers	29/24
New York	sunny	28/16
Orlando	p. cloudy	29/22
Philadelphia	sunny	30/16
Phoenix	sunny	37/23
Pittsburgh	p. cloudy	26/14
Salt Lake City	p. cloudy	26/13
San Francisco	sunny	13/9
Seattle	showers	12/8
Tucson	sunny	35/21
Washington	p. cloudy	30/16
Atlanta	tstorms	26/18
Bangkok	tstorms	34/28
Beijing	p. cloudy	33/20
Berlin	showers	15/7
Brussels	rain	13/6
Buenos Aires	p. cloudy	16/13
Dublin	p. cloudy	15/4
Hong Kong	tshowers	29/28
Istanbul	sunny	25/16
Jerusalem	sunny	30/18
Kiev	showers	18/11
Lisbon	p. cloudy	25/14
London	showers	16/8
Madrid	p. cloudy	25/13
Moscow	tshowers	24/16
New Delhi	rain	28/23
Paris	showers	14/6
Perth	p. cloudy	22/11
Rome	p. cloudy	21/13
Singapore	tstorms	28/26
Sydney	sunny	20/10
Tel Aviv	sunny	26/20
Tokyo	showers	21/18
Warsaw	rain	16/8

## **Appendix B**

### **Public Information Centre Display Boards**

# **PUBLIC INFORMATION CENTRE**

## **SIDNEY STREET IMPROVEMENTS**

### **SIDNEY STREET WIDENING AND BRIDGE STREET WEST INTERSECTION IMPROVEMENTS**

Municipal Class Environmental Assessment

May 17, 2021 to June 4, 2021

**ONLINE**



# WELCOME TO PIC #2

## The Purpose of PIC #2:

- ❖ To summarize the first PIC, including the concerns and issues brought forward by the public;
  - ❖ To present the preferred alternative;
  - ❖ To provide an opportunity for the public to discuss and provide further comments on the project.
- 

**We encourage you to provide comments through the City of Belleville's website or by contacting the project members listed on the website by June 4, 2021.**



# METHODS OF COMMUNICATION

## Public Information Centre #2

- ✓ Mailed directly to regulatory agencies that may have potential interest in the project.
- ✓ Mailed to local residents that may have potential interest in the project.
- ✓ Mailed to potentially affected Indigenous Groups.
- ✓ Mailed to Emergency Services, local school boards, and student Transportation Services.
- ✓ Published in local newspapers.
- ✓ Posted on the City of Belleville website.

\* The purposed of PIC #2 is to present and review the preferred solution with the public and stakeholders.

## Notice of Study Completion / Posting of Project File Report

- To be published in local newspapers and on the City of Belleville website at the completion of the study.
- Posting will identify 30-day review period of Project File Report and locations where documentation will be made available at the end of the MCEA process for public and stakeholder review / comment.

## Appeals Process

- A person may request that the Minister of the Environment, Conservation and Parks make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order)
- Requests must be received by the Minister within the 30-day review period following the issuance of the Notice of Study Completion.
- Visit [www.Ontario.ca](http://www.Ontario.ca) for the full procedure related to Part II Order requests.



# PROJECT LOCATION PLAN



**PROJECT LIMITS**

Wilkins Street

Catharine Street

Sidney Street

Yeomans Street

Bridge Street West

Dunnett Boulevard

**Sidney Street Existing Conditions**

- Urban 3-lane cross section (2 southbound and 1 northbound lane)
- 50 km/h posted speed

**Sidney Street and Bridge Street West Intersection Existing Conditions:**

- No dedicated left turn lane on east, west or north approaches
- No crosswalk on west approach
- Only 1 northbound through lane north of the intersection

# PROBLEM AND OPPORTUNITY STATEMENT

## Problem Statement

Population and employment within the City of Belleville is projected to grow by 24% and 32% respectively by 2031. With the increased users, the level of service of the existing road network is anticipated to decline, which will result in reduced mobility and higher delays.

With this in mind, the Transportation Master Plan identified the Sidney Street corridor from Bridge Street West to Wilkins Street, along with the Bridge Street West intersection at Sidney Street, as an area requiring road network modifications.

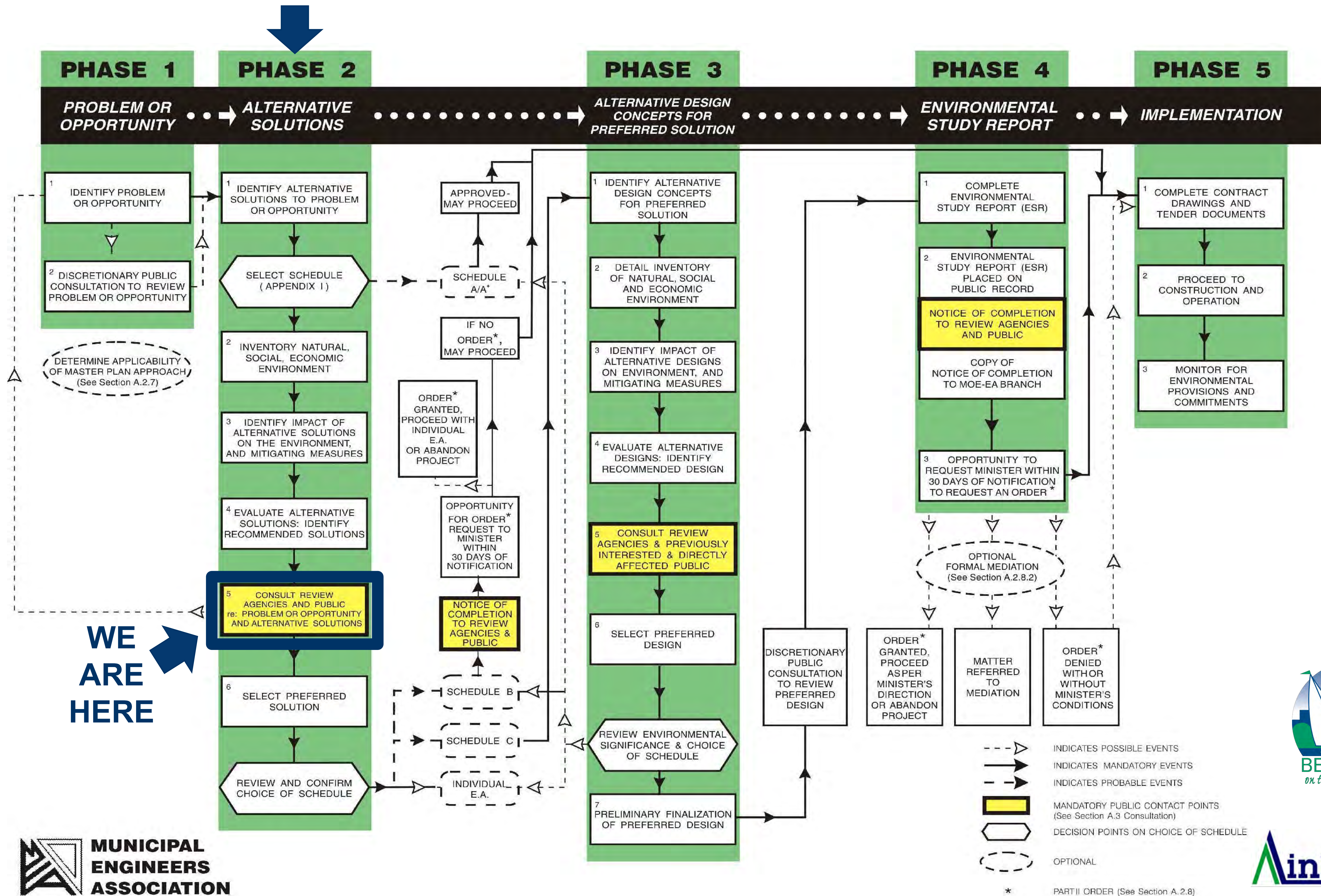
## Opportunity Statement

The Sidney Street corridor has been reviewed for potential vehicular traffic improvements to meet the projected 2031 traffic demands. In addition, opportunities to incorporate access, improve safety, and enhance active modes of transportation for existing and future residents has also been reviewed.

The reconstruction also provides an opportunity to review the condition of and replace watermain, sanitary sewer, and storm sewer infrastructure where warranted.



# MUNICIPAL CLASS EA PROCESS



# MCEA PROCESS TO DATE

## PIC #1 August 19, 2019

Presented the original alternative solutions and background information

- Seven (7) individuals / stakeholders submitted a comment / concern
  - No comments were submitted in opposition or support of the project
  - All comments were indifferent or other

## What has been done since PIC #1?

- Reviewed and considered all comments from PIC #1
- Prepared a PIC summary report for PIC#1.
- Completed factor specific studies such as traffic, noise, natural heritage, and archaeology and incorporated recommendations into furthering the environmental assessment process.
- Continued consultation with agencies and stakeholders
- Selected preferred solution in consideration of these consultations and comments received

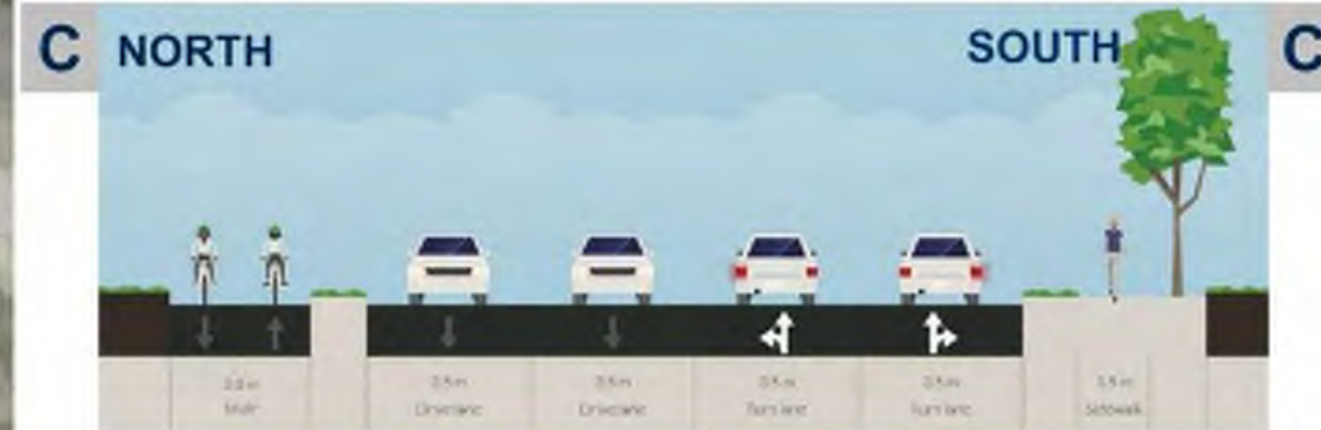
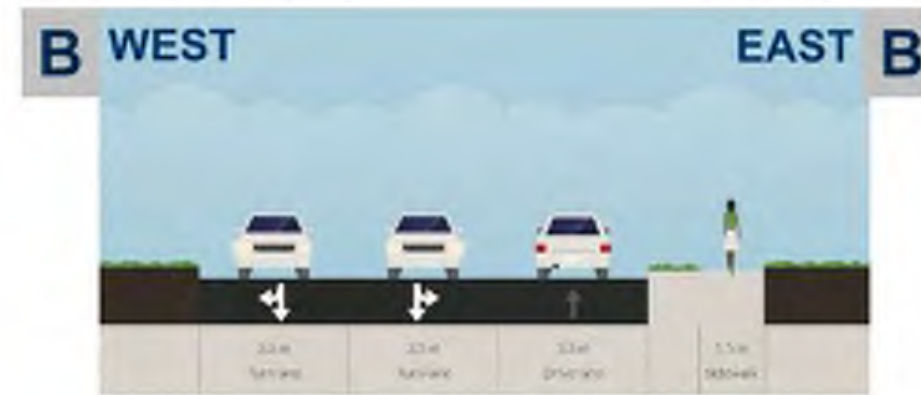
The following alternatives were presented as options to address the problem statement at PIC #1.



# ALTERNATIVE 1



Do Nothing / Existing Condition



Presented at PIC #1

TYPICAL SECTION ALTERNATIVES WERE CREATED USING STREETMIX AND ARE LICENSED UNDER CREATIVE COMMONS (CC BY-SA 4.0)

# ALTERNATIVE 2



Alternative 2 includes an additional northbound thru lane on Sidney Street north of Bridge Street West and left turn lanes at the intersection of Sidney Street and Bridge Street West

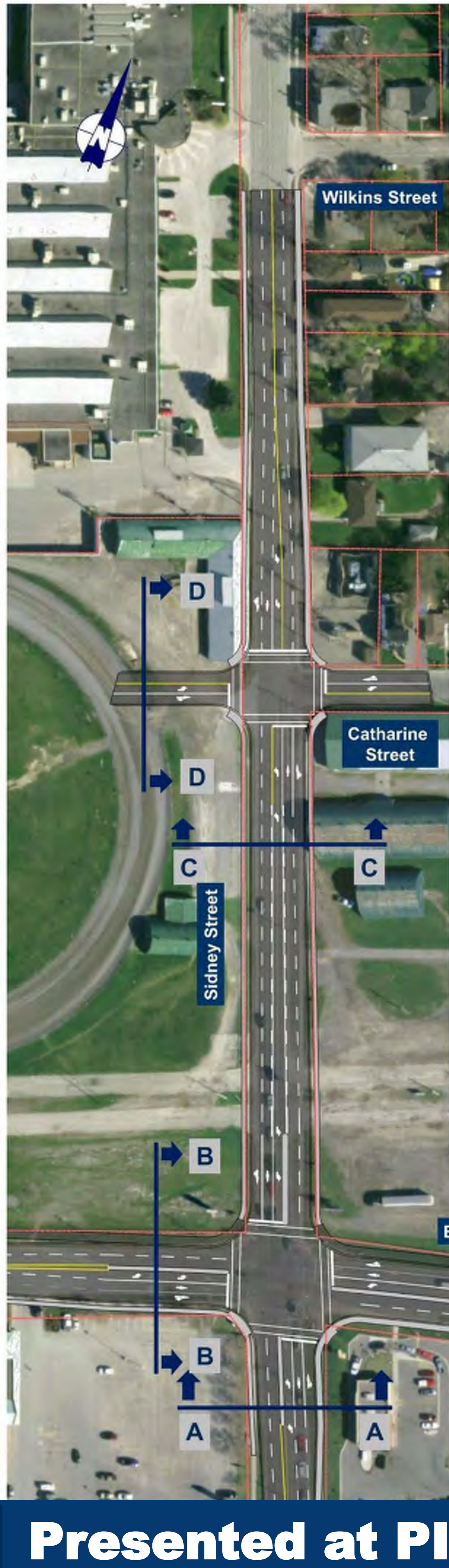
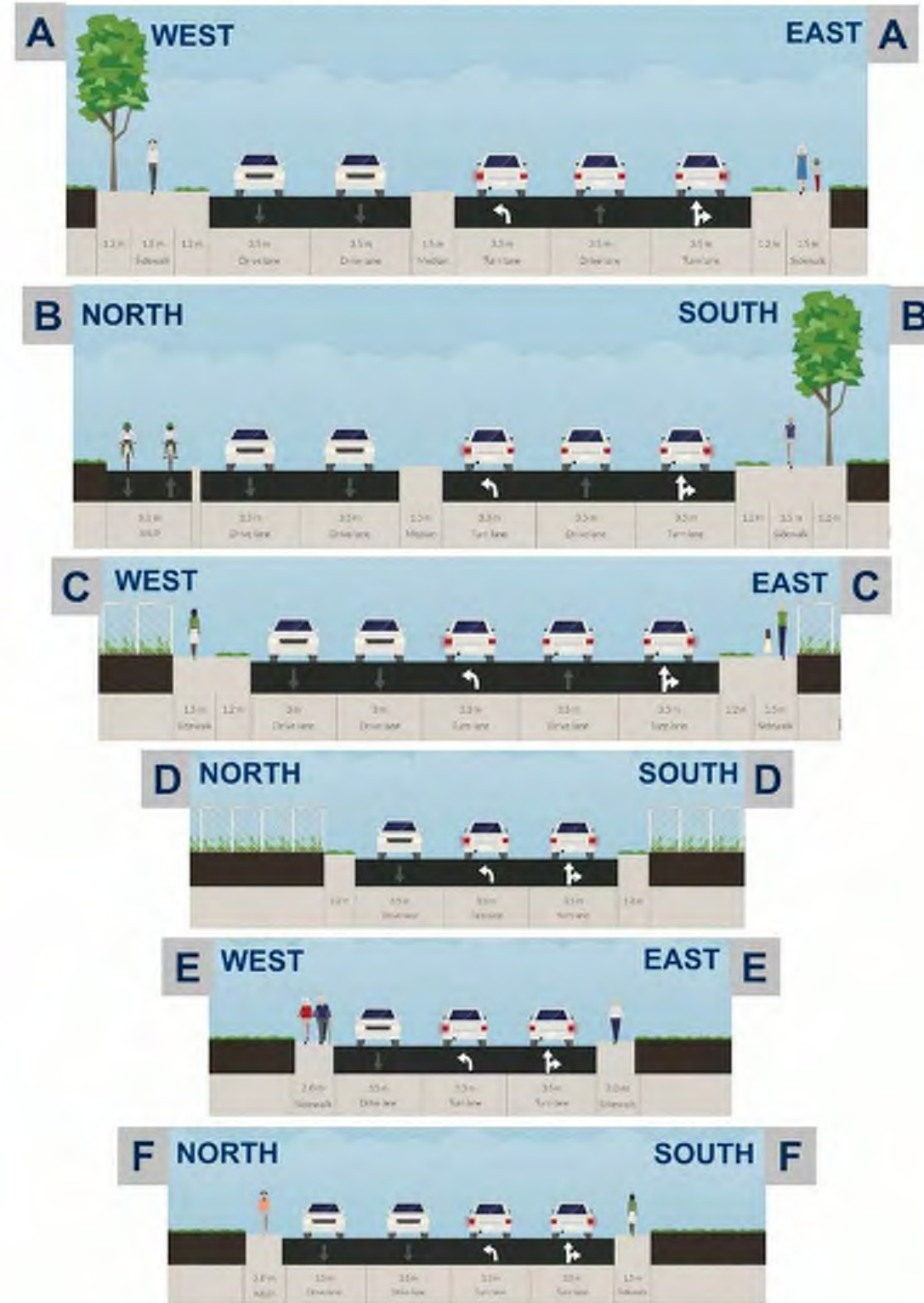


Presented at PIC #1

TYPICAL SECTION ALTERNATIVES WERE CREATED USING STREETMIX AND ARE LICENSED UNDER CREATIVE COMMONS (CC BY-SA 4.0)

# ALTERNATIVE 3

Alternative 3 includes an additional northbound thru lane on Sidney Street north of Bridge Street West, left turn lanes at the intersection of Sidney Street and Bridge Street West, and left turn lanes, shared thru right turn lanes and traffic signals at the intersections of Sidney Street and Catharine Street, and Bridge Street West and Yeomans Street / Wellington Street



Presented at PIC #1

# ALTERNATIVE 4

Alternative 4 includes the same configuration as Alternative 3 with Roundabouts in lieu of Traffic Signals at the intersections of Sidney Street and Bridge Street West, Sidney Street and Catharine Street, and Bridge Street West and Yeomans Street / Wellington Street



Presented at PIC #1

# Community Feedback / Aspects for Consideration

Comments from PIC #1 and general feedback within the community have provided additional valuable insight into key issues and concerns within the study area and the presented alternatives. In addition to public feedback, other items for consideration as part of the environmental assessment are noted below.

Business  
Disruptions

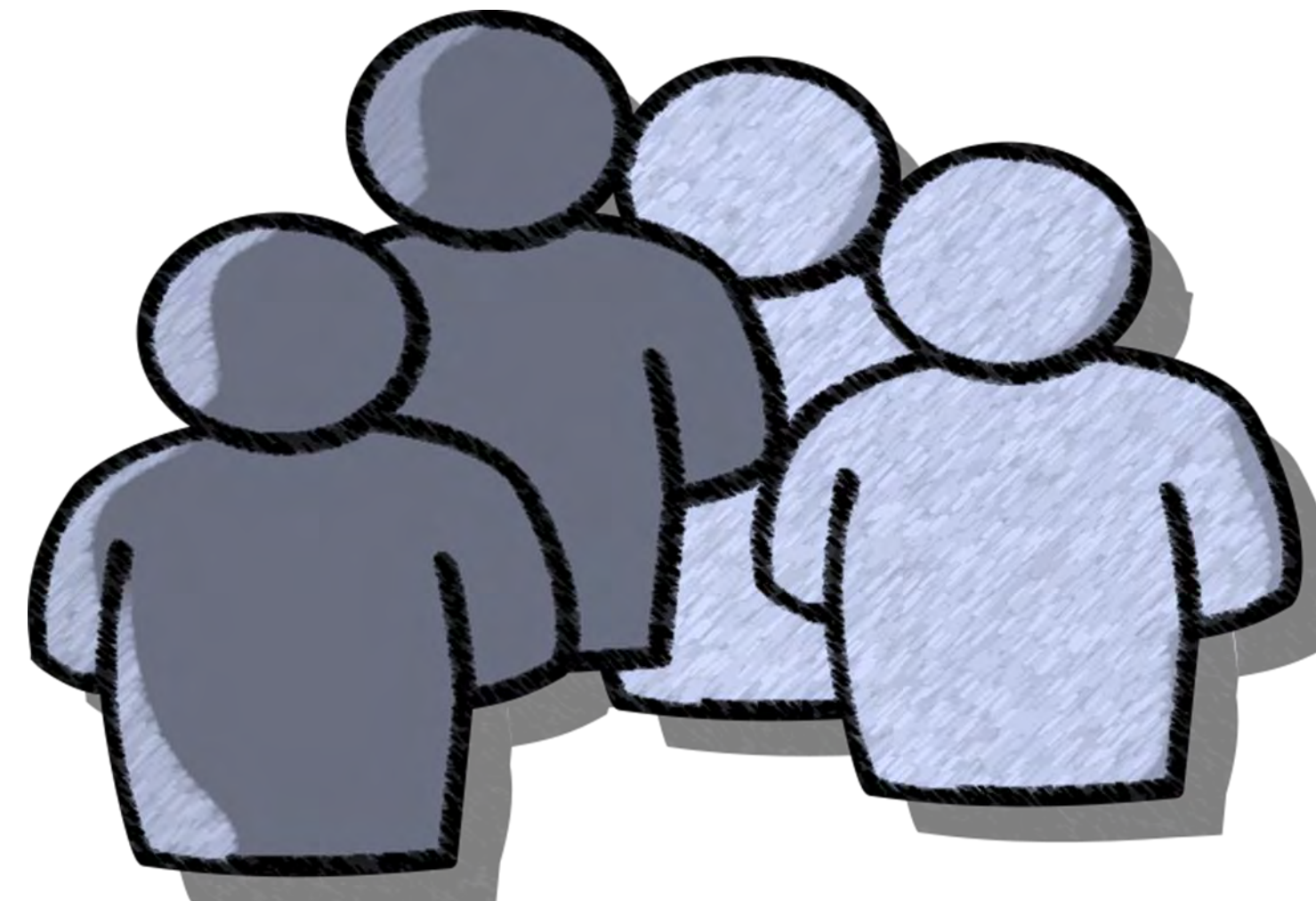
Environmental  
Concerns

Property  
Impacts

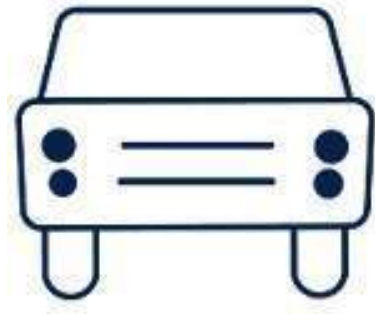
Duration of  
Construction

Traffic  
Disruptions

Street  
Accessibility



# FACTOR SPECIFIC STUDIES - TRAFFIC



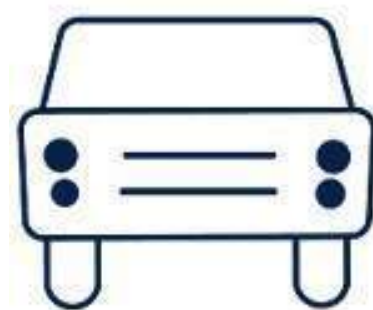
## Traffic Analysis

A detailed traffic analysis was completed to assess the transportation needs of the study area under existing conditions (2019), and under future traffic projections in 2024, 2029, and 2039. The traffic analysis provided recommendations with respect to the identified alternatives, and included potential development of the following areas within the study:

- Fairground site: Future development scenarios at the northwest quadrant of the Bridge and Sidney intersection.
- Ben Bleecker site: Future development scenarios at the northeast quadrant of the Bridge and Sidney intersection.
- Bridge and Sidney Square: Expansion at the southeast intersection quadrant.
- Loyalist Market: Expansion on the southwest quadrant of the intersection.
- Yeomans Street and Wellington Street: Potential improvements to the intersection to accommodate future buildout and traffic demands.
- Bridge Street West and Yeomans Street: Potential improvements to the intersection to accommodate future buildout and traffic demands.



# FACTOR SPECIFIC STUDIES - TRAFFIC



## Traffic Analysis Conclusions:

To meet future buildout scenarios, and project traffic demands to the 2039 horizon, the following improvements were recommended:

- Widening to accommodate two northbound lanes on Sidney Street between Bridge St. W. and Wilkins Street.
- Exclusive left turn lane at each approach leg of the Sidney Street and Bridge St. W. intersection, or a two-lane roundabout.
- A traffic signal along with an exclusive left turn lane, one through lane, and one through-right shared lane on each approach at the intersection of Sidney Street and Catharine Street / Fairgrounds site.
- A traffic signal along with an exclusive left turn lane and through-right shared lane on each approach at the intersection of Bridge Street and Yeomans Street / Wellington Street or a two-lane roundabout.

# OTHER FACTOR SPECIFIC STUDIES



## Natural Environment

There are no significant features within the study limits such as Species at Risk, Provincially Significant Wetlands, and Areas of Natural and Scientific Interest. However, several mature trees are identified within the study limits that have the potential to be impacted by the proposed alternatives.



## Archaeology Study

The archaeological study has noted that there are no items of archaeological significance within the study area.



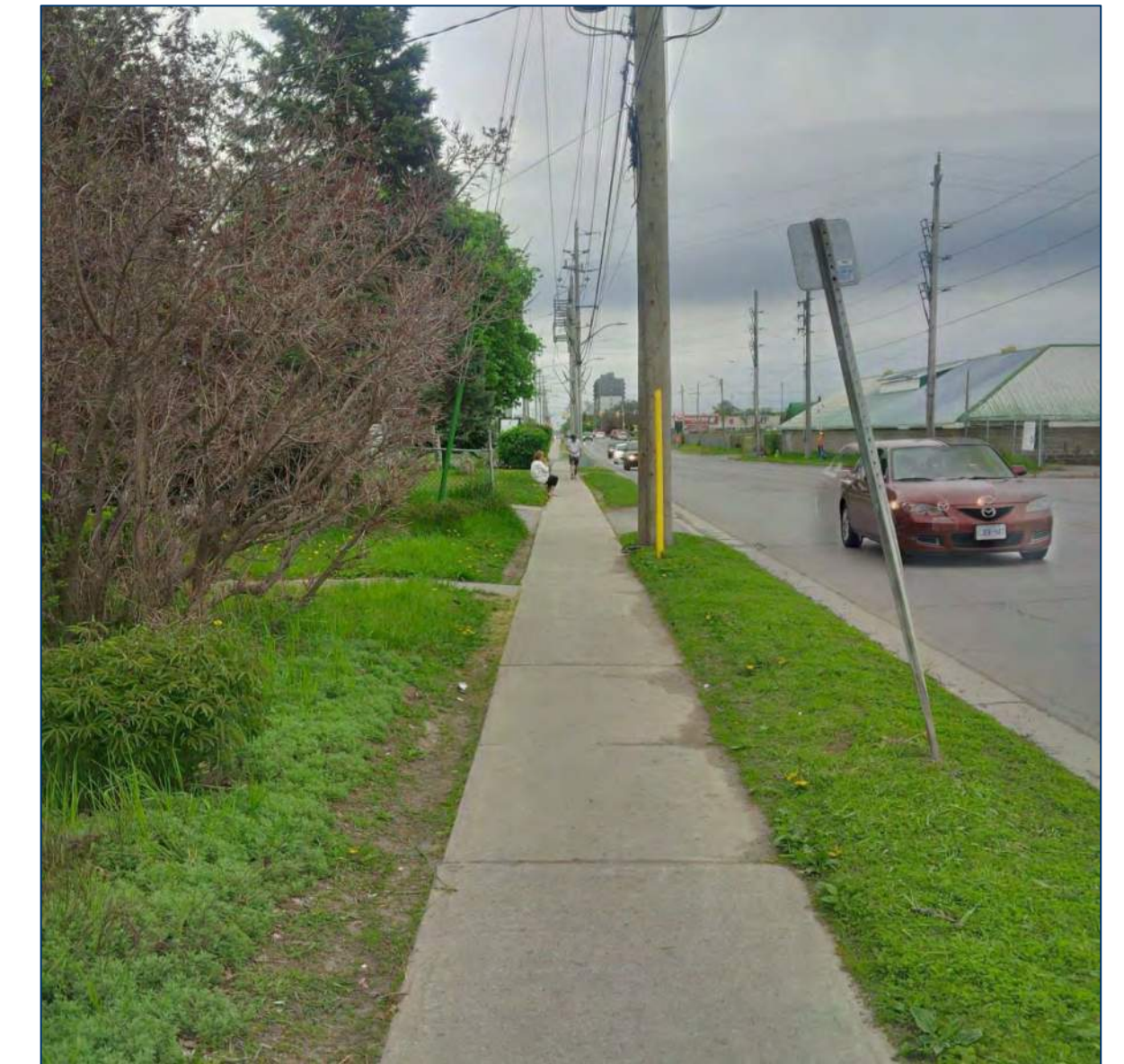
## Built Heritage Study

A cultural heritage evaluation was completed for properties at 255 Sidney Street, the former Nortel building, and the Quinte Exhibition fairgrounds.



## Noise Study

A noise study was completed for the project area and concluded that sound levels resulting from the proposed project are expected to be negligible. No noise mitigation has been recommended.



# SELECTION OF PREFERRED ALTERNATIVE

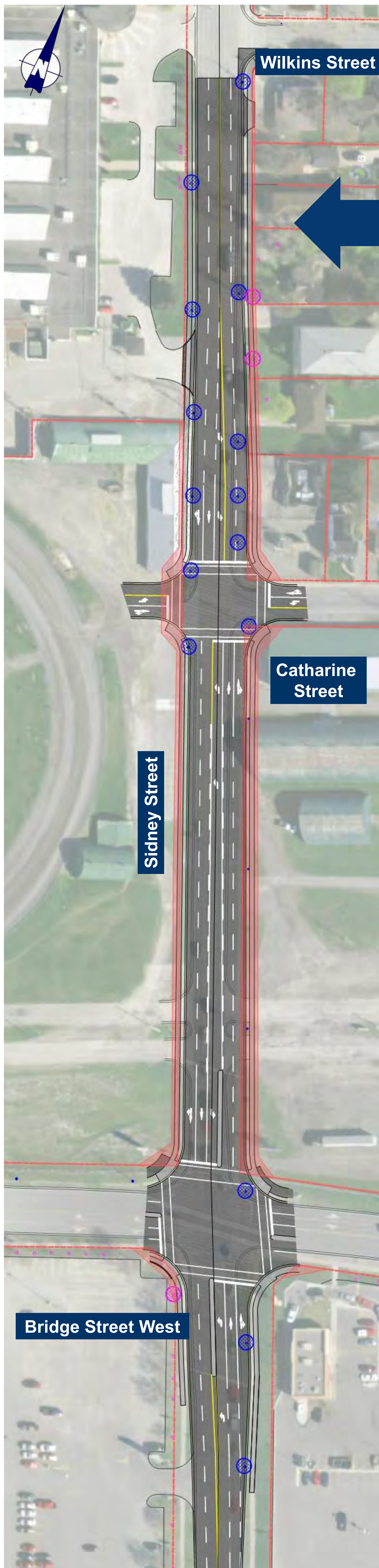
PREFERRED ALTERNATIVE

CATEGORY	REGULATORY   POLICY   DESIGN REQUIREMENT	ALTERNATIVE 1 * DO NOTHING   EXISTING CONDITIONS	ALTERNATIVE 2 ADDITIONAL THRU AND TURN LANES	ALTERNATIVE 3 ADDITIONAL THRU / TURN LANES, TRAFFIC SIGNALS AT CATHARINE STREET	ALTERNATIVE 4 ADDITIONAL THRU / TURN LANES, ROUNDABOUTS IN LIEU OF TRAFFIC SIGNALS
TRANSPORTATION	TRAFFIC OPERATIONS   PERFORMANCE	* DOES NOT ADDRESS OBJECTIVE OF THIS STUDY. NOT CARRIED FORWARD AS DETERMINED DURING PIC #1.	MEETS MID-TERM TRAFFIC NEEDS	MEETS LONG-TERM TRAFFIC NEEDS	MEETS LONG TERM TRAFFIC NEEDS
	ROADWAY SAFETY   DRIVER FAMILIARITY		SAFETY OF TURNING MOVEMENTS INCREASED, DRIVER FAMILIARITY	SAFETY OF TURNING MOVEMENTS AND PEDESTRIAN CROSSINGS INCREASED, DRIVER FAMILIARITY	SAFETY FOR VEHICLES / PEDESTRIANS INCREASED, DRIVER UNFAMILIARITY NAVIGATING ROUNDABOUT
	NOISE		INCREASE IS NEGLIGIBLE ALL EQUAL	INCREASE IS NEGLIGIBLE ALL EQUAL	INCREASE IS NEGLIGIBLE ALL EQUAL
SOCIAL & ECONOMIC ENVIRONMENT	PROPERTY IMPACTS   LAND USE		LOWEST IMPACT TO PROPERTIES	MEDIUM IMPACT TO PROPERTIES	GREATEST IMPACT TO PROPERTIES
NATURAL ENVIRONMENT	LANDSCAPE   SURFACE WATER		TREES IMPACTED LOW INCREASE IN IMPERVIOUS SURFACE	TREES IMPACTED MEDIUM INCREASE IN IMPERVIOUS SURFACE	TREES IMPACTED GREATEST INCREASE IN IMPERVIOUS SURFACE
	SPECIES AT RISK		ALL EQUAL	ALL EQUAL	ALL EQUAL
CULTURAL ENVIRONMENT	BUILT HERITAGE   ARCHAEOLOGICAL RESOURCES		ALL EQUAL	ALL EQUAL	ALL EQUAL
COST	UTILITY RELOCATIONS		LEAST NUMBER OF POLE RELOCATIONS	MEDIUM NUMBER OF POLE RELOCATIONS	HIGH NUMBER OF POLE RELOCATIONS
	PRELIMINARY CONSTRUCTION COSTS		LOW	MEDIUM	HIGH



# SIDNEY STREET CORRIDOR

## OPTION A: Somewhat Equal Widening

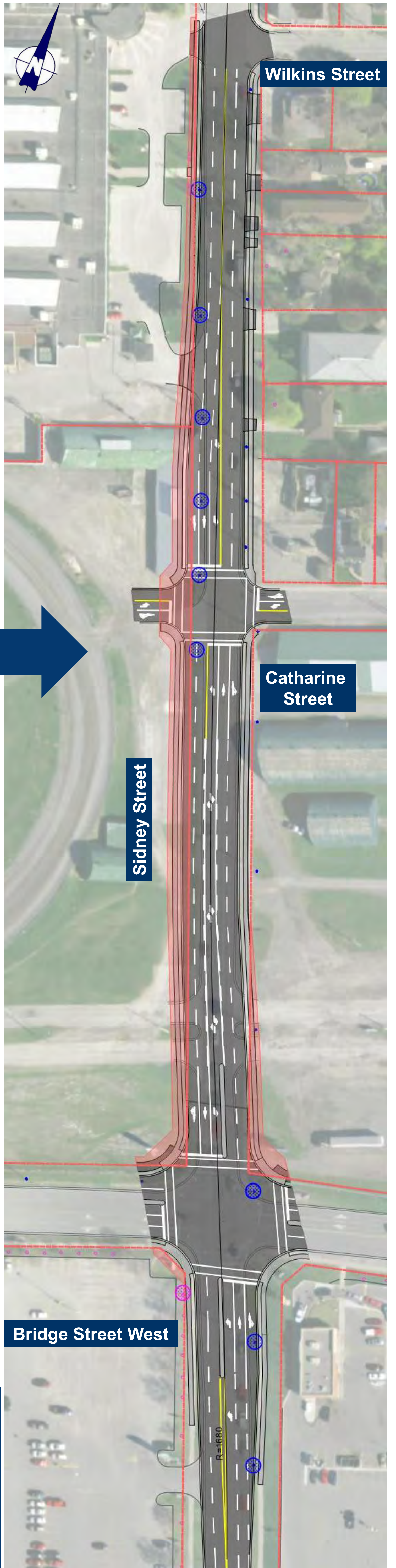


- OPTION A:**
- 15 UTILITY POLE RELOCATIONS
  - 3 TREE REMOVALS
  - 2 CITY OWNED PROPERTIES IMPACTED
  - 4 RESIDENTIAL PROPERTIES IMPACTED
  - 5 COMMERCIAL / INDUSTRIAL PROPERTIES IMPACTED

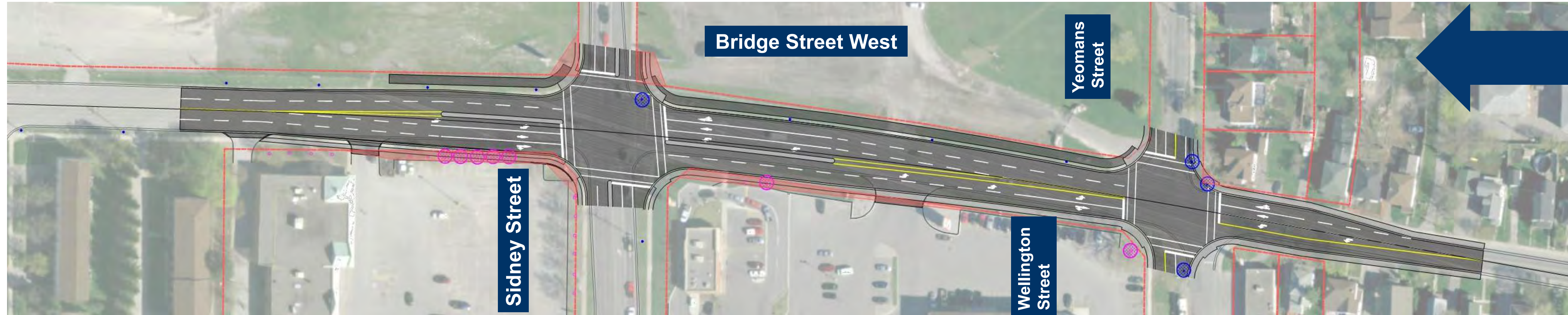
- OPTION B:**
- 9 UTILITY POLE RELOCATIONS
  - 1 TREE REMOVAL
  - 2 CITY OWNED PROPERTIES IMPACTED
  - 0 RESIDENTIAL PROPERTIES IMPACTED
  - 1 COMMERCIAL / INDUSTRIAL PROPERTIES IMPACTED

- LEGEND:**
-  Utility Conflict / Relocation Required
  -  Tree Conflict / Removal Required
  -  Existing Property Line
  -  Additional Property Required

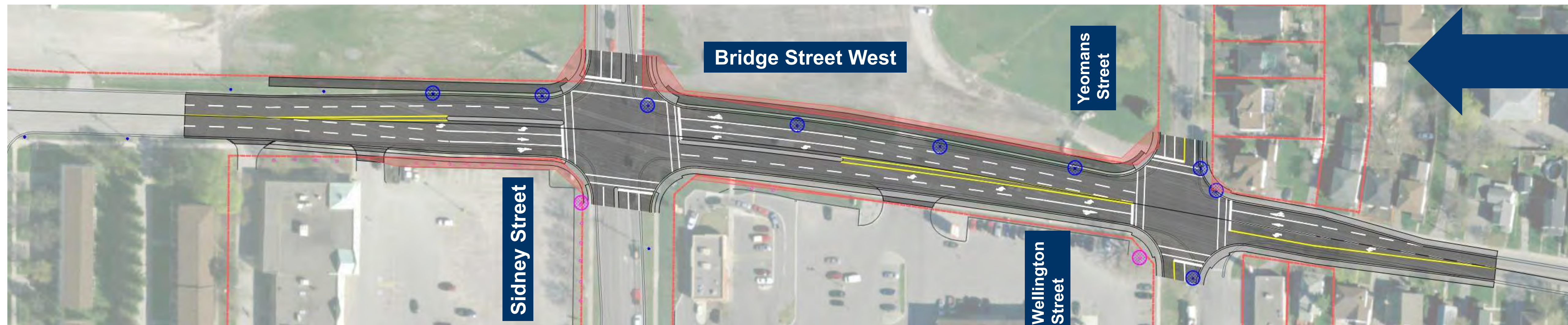
## OPTION B: Minimizing Utility Impacts



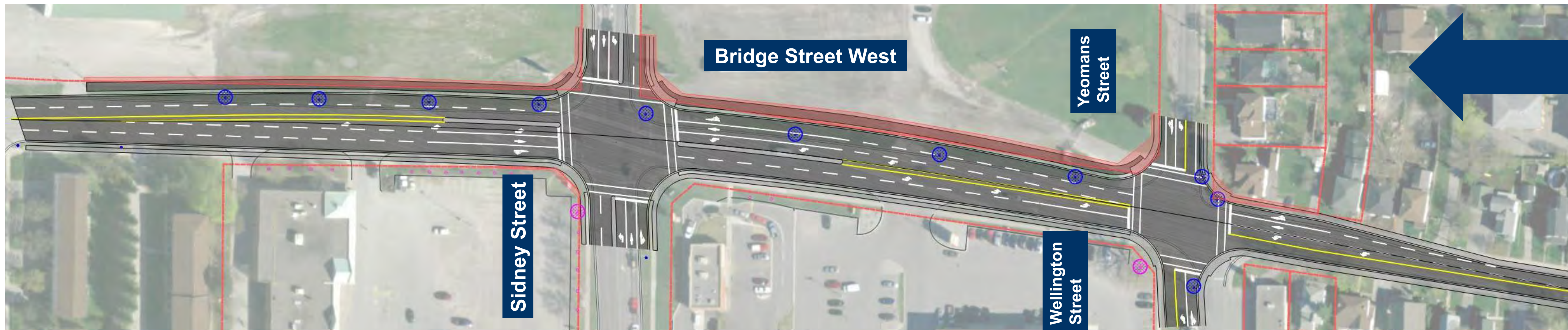
# BRIDGE STREET WEST CORRIDOR



**OPTION A:**  
 4 UTILITY POLE RELOCATIONS  
 7 TREE REMOVALS  
 3 CITY OWNED PROPERTIES IMPACTED  
 2 COMMERCIAL / INDUSTRIAL PROPERTIES IMPACTED  
 MINIMAL BOULEVARD ON SOUTH SIDE






**OPTION B:**  
 9 UTILITY POLE RELOCATIONS  
 2 TREE REMOVALS  
 3 CITY OWNED PROPERTIES IMPACTED  
 2 COMMERCIAL / INDUSTRIAL PROPERTIES IMPACTED  
 MINIMAL BOULEVARD ON SOUTH SIDE



**OPTION C:**  
 11 UTILITY POLE RELOCATIONS  
 2 TREE REMOVALS  
 3 CITY OWNED PROPERTIES IMPACTED  
 1 COMMERCIAL / INDUSTRIAL PROPERTY IMPACTED  
 STANDARD BOULEVARD ON SOUTH SIDE

**LEGEND:**

-  Utility Conflict / Relocation Required
-  Tree Conflict / Removal Required
-  Existing Property Line
-  Additional Property Required

**OPTION A: Minimizing Utility Impacts**

**OPTION B: Somewhat Equal Widening**

**OPTION C: Minimizing Impacts to Non-City Owned Property**

# REFINING PREFERRED ALTERNATIVE

## PREFERRED ALTERNATIVE 3 EVALUATION BY CORRIDOR



CATEGORY	REGULATORY   POLICY   DESIGN REQUIREMENT	BRIDGE-A Minimizing Utility Impacts	BRIDGE-B Somewhat Equal Widening	BRIDGE-C Widening on City Owned Property	SIDNEY-A Somewhat Equal Widening	SIDNEY-B Minimizing Utility Impacts
TRANSPORTATION	TRAFFIC OPERATIONS   PERFORMANCE   ROADWAY SAFETY   DRIVER FAMILIARITY					
	NOISE					
SOCIAL & ECONOMIC ENVIR.	PRIVATE PROPERTY IMPACTS   LAND USE					
NATURAL ENVIR.	LANDSCAPE   SURFACE WATER					
	SPECIES AT RISK					
CULTURAL ENVIR.	BUILT HERITAGE ARCH. RESOURCES					
COST	UTILITY RELOCATIONS					
	PRELIMINARY CONSTRUCTION COSTS					

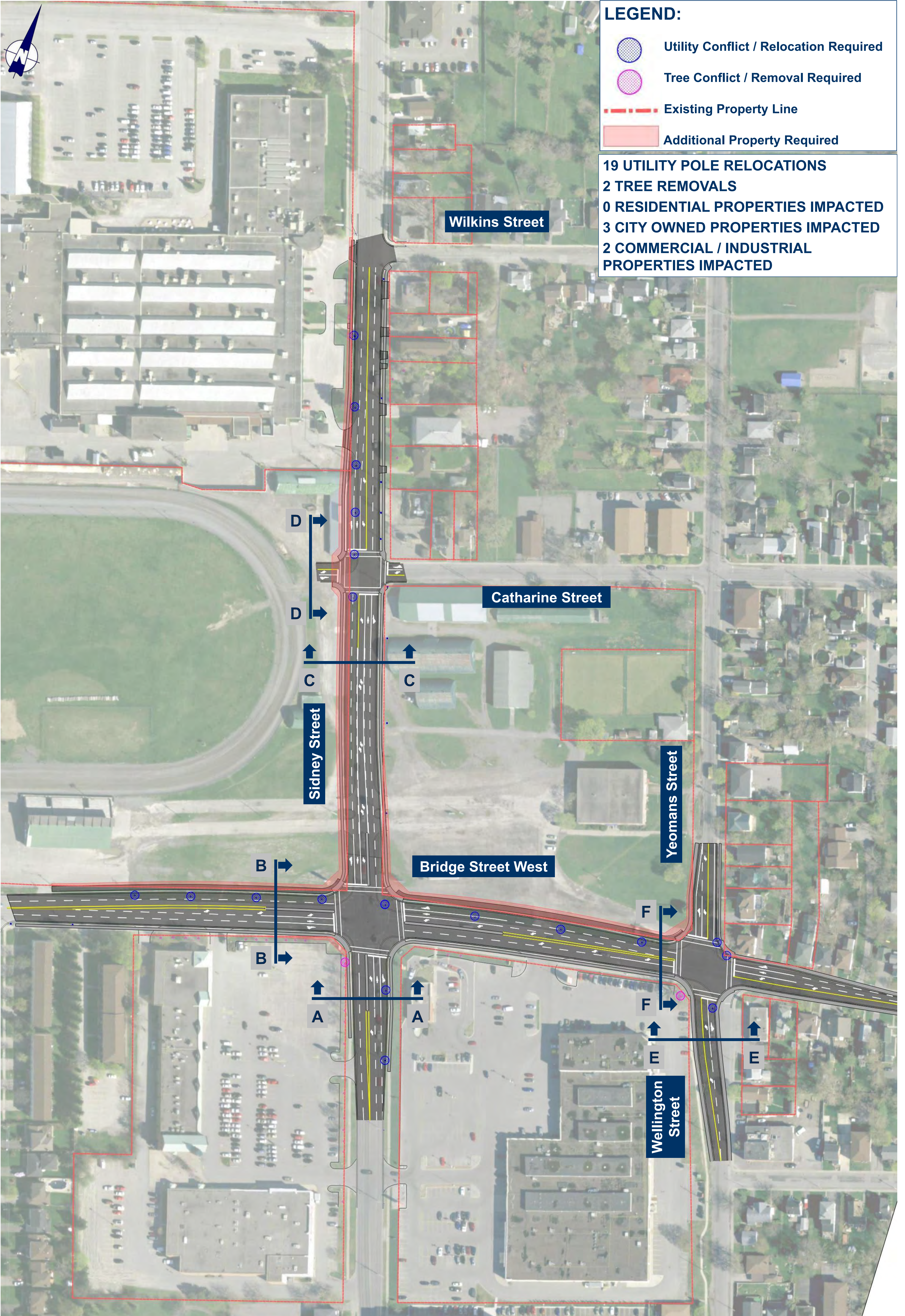


LEAST PREFERRED

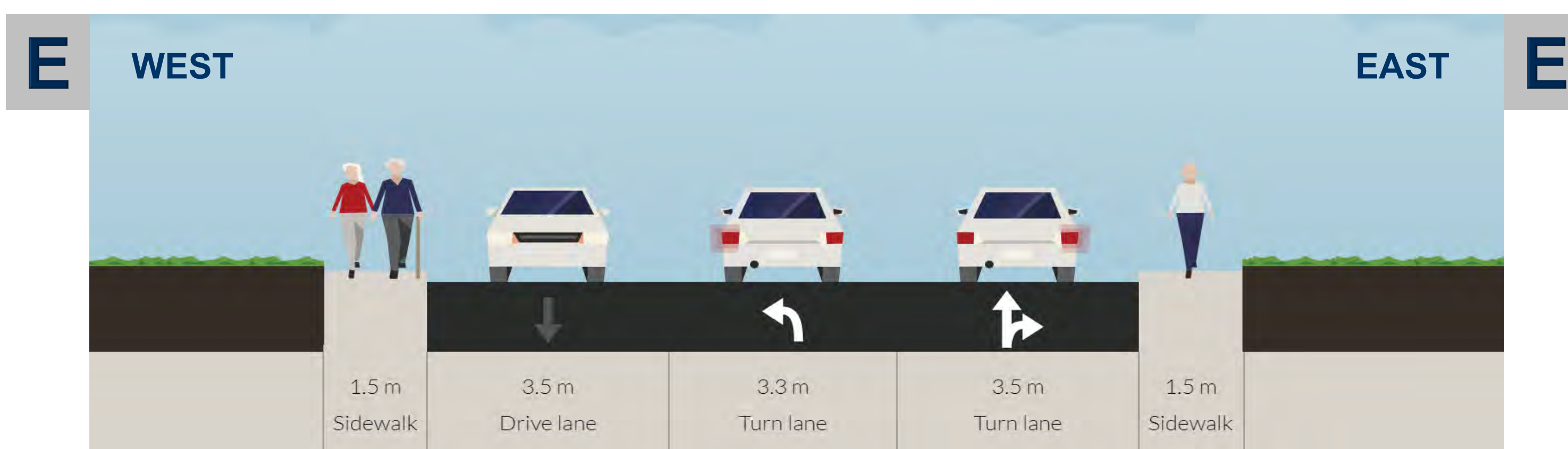
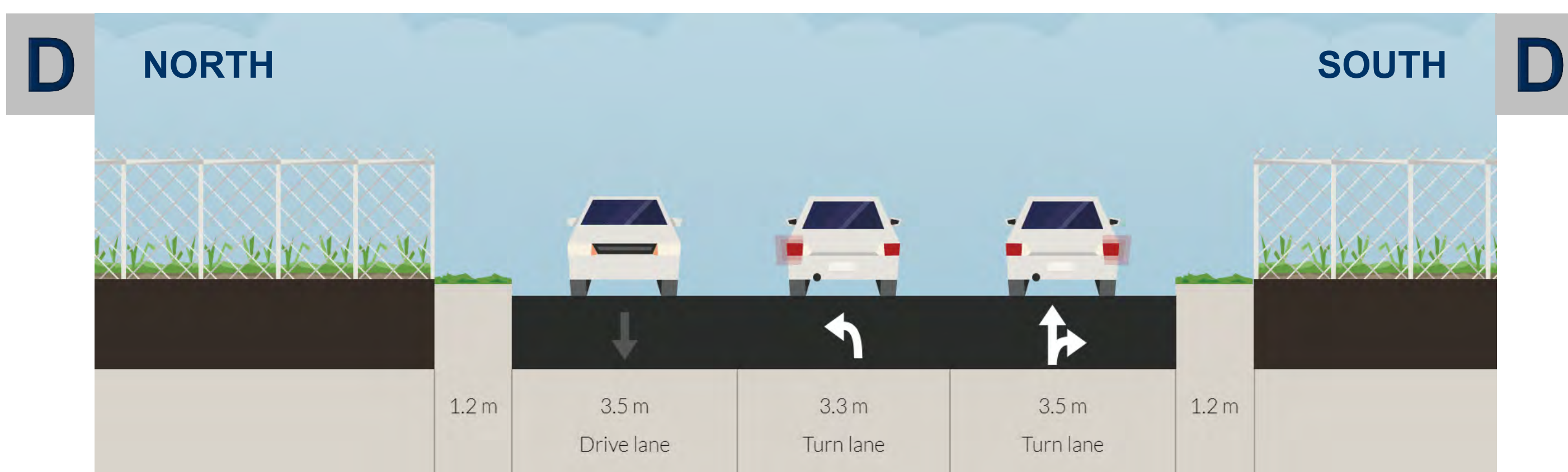
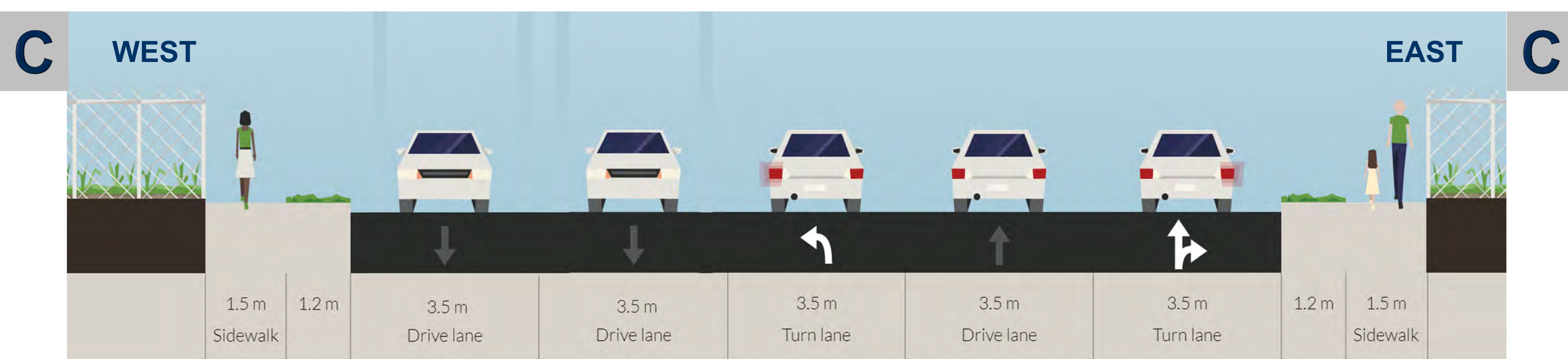
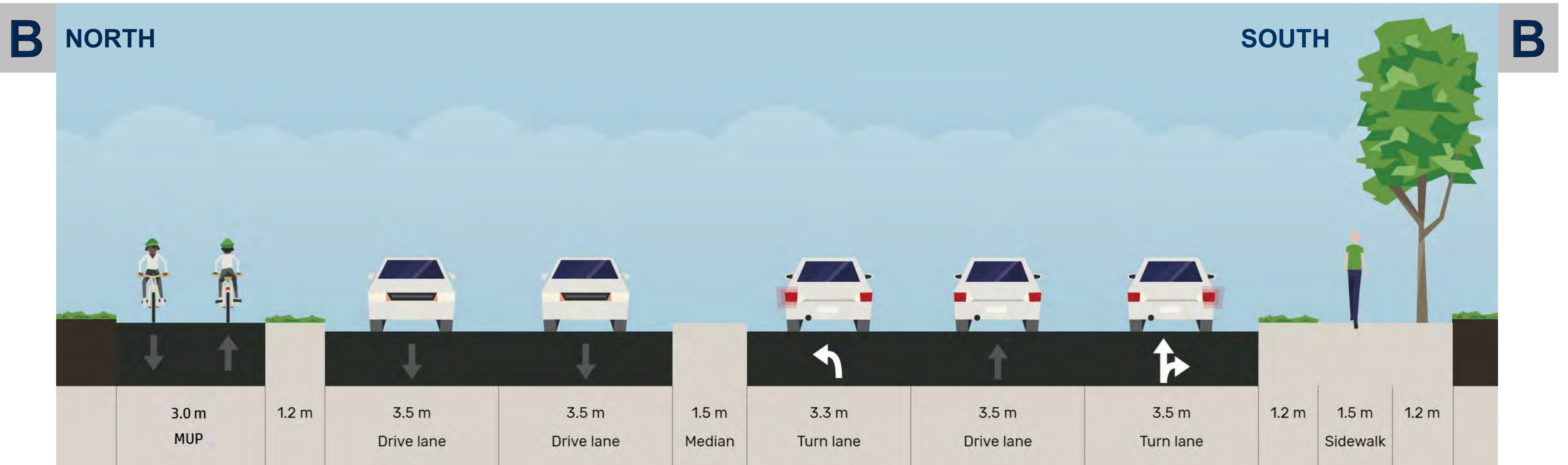
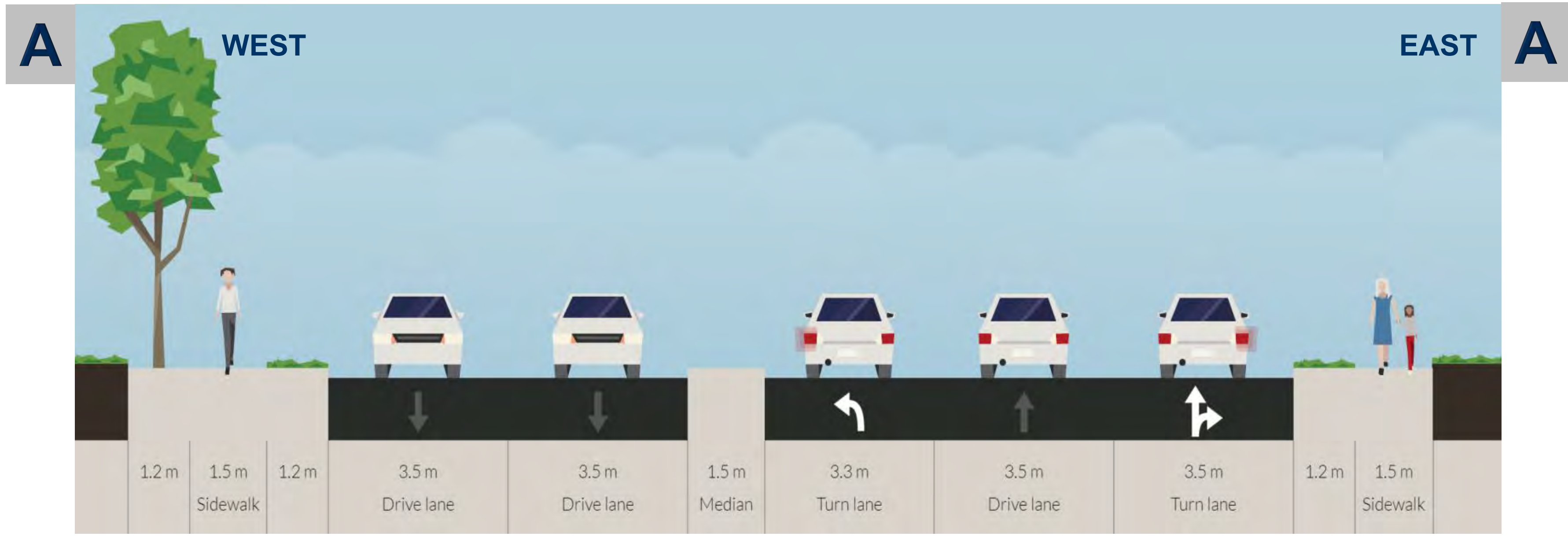


MOST PREFERRED

# PREFERRED ALTERNATIVE



# PREFERRED ALTERNATIVE CROSS SECTIONS



# Summary of Preferred Alternative

## Alternative 3

This alternative includes the following lane configurations:

- One (1) additional northbound thru lane on Sidney Street north of Bridge Street West ,
- Left turn lanes at the intersection of Sidney Street and Bridge Street West,
- Left turn lanes, shared thru right turn lanes and traffic signals at Sidney Street and Catharine Street,
- Left turn lanes, shared thru right turn lanes and traffic signals at Bridge Street West and Yeomans Street / Wellington Street.

The preferred Alternative 3 was further refined to evaluate the alignment alternatives for Bridge Street and Sidney Street. Preferred alignment configurations are as follows:

- Sidney Street – Option B which minimizes utility impacts.
- Bridge Street – Option C which maximizes widening on City owned property.



# NEXT STEPS

Upon completion of the Public Information Centre, the following steps will be taken:

- Receive and review comments received from this Public Information Centre;
- Prepare Project File Report; and,
- Issue Notice of Study Completion and post Project File Report for 30-day review.

**Thank you for your attendance and participation in this public meeting.**

**Please provide comments by June 4, 2021.**

**Mr. Brian Paquin, P.Eng.**

Project Manager

Ainley Group

139 Front Street, Unit 100

Belleville, ON K8N 2Y6

Phone: (613)-966-4243

Fax: (613)-966-1168

E-mail: [paquin@ainleygroup.com](mailto:paquin@ainleygroup.com)

**Ms. Deanna O'Leary, P. Eng.**

Senior Project Manager

City of Belleville

169 Front Street

Belleville, ON K8N 2Y8

Phone: (613)-968-6481 ext. 3527

TTY: (613) 967-3768

E-mail: [doleary@belleville.ca](mailto:doleary@belleville.ca)

Comments and information regarding the proposed project are being collected to assist the City of Belleville in meeting the requirements of the Municipal Class Environmental Assessment. The collection of comments and information will be conducted in accordance with the **Freedom of Information and Protection of Privacy Act**. Comments will be maintained on file for use during the study and may be included in the study documentation. With the exception of personal information, all comments will become part of the public record.



## **Appendix C**

### **Comments Received Before and During PIC #2**

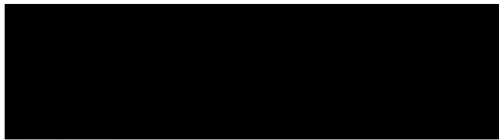
**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** "Scott Reynolds"; doleary@belleville.ca  
**Subject:** RE: City of Belleville - Notice of the Second On-Line Public Information Centre - Sidney Street Widening and Bridge Street West Intersection Improvements  
**Date:** May-14-21 6:27:44 PM  
**Attachments:** [REDACTED]

---

Good evening,

Thank you for the email and remembering to keep Canada Post in the loop. I am no longer the delivery supervisor for Belleville. I have copied [REDACTED] who are the 2 delivery supervisors.

Regards,



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**From:** Samantha Wilson [mailto:wilson.s@ainleygroup.com]  
**Sent:** May-14-21 3:12 PM  
**To:** [REDACTED]  
**Cc:** 'Scott Reynolds' <reynolds@ainleygroup.com>; doleary@belleville.ca  
**Subject:** City of Belleville - Notice of the Second On-Line Public Information Centre - Sidney Street Widening and Bridge Street West Intersection Improvements

**This email is from an EXTERNAL sender. Please be CAUTIOUS, particularly with links and attachments. | Ce courriel est d'un expéditeur EXTERNE. Soyez PRUDENT, en particulier avec des liens et des pièces jointes.**

Hello,

The City of Belleville has retained the Ainley Group to complete the Municipal Class Environmental Assessment process for the widening of Sidney Street, from south of Wilkins Street, southerly to Bridge Street West, and improvements to the Bridge Street West intersection.

Please find attached a Notice of Public Information Centre (PIC) associated with PIC #2 for this project. PIC #2 will be following an on-line format, and will be hosted from May 17<sup>th</sup> until June 4<sup>th</sup>, 2021 on the City of Belleville website at [www.belleville.ca/projects](http://www.belleville.ca/projects) under Public Information Centre, Sidney Street Widening and Bridge Street West Intersection Improvements.

If you have any concerns or comments please do not hesitate to contact us.

Thanks,

Sam Wilson, B.Sc.  
Environmental Planner



Ainley Graham & Associates Limited

2724 Fenton Road

Ottawa, Ontario, K1T 3T7

Tel: ~~(613) 822-1052 ext. 223~~

Fax: ~~(613) 822-1573~~

Cell: (613) 848-5888

[wilson.s@ainleygroup.com](mailto:wilson.s@ainleygroup.com)

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**From:** [REDACTED]  
**To:** [Samantha Wilson](#)  
**Subject:** Automatic reply: City of Belleville - Notice of the Second On-Line Public Information Centre - Sidney Street Widening and Bridge Street West Intersection Improvements  
**Date:** May-14-21 3:11:55 PM

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Thank you for your message. Please be advised that I will be offline for the remainder of Thurs. May 13 and all day on Fri. May 14 without email access. For urgent matters during this time, please contact [REDACTED] Otherwise, I will respond to your email on Mon. May 17.

Many thanks,

[REDACTED]

**From:** [Samantha Wilson](#)  
**To:** [Samantha Wilson](#)  
**Subject:** FW: Widening of Sidney Street  
**Date:** May-18-21 12:05:47 PM  
**Sensitivity:** Private

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**From:** [REDACTED]  
**Sent:** May 17, 2021 4:43 PM  
**To:** Brian Paquin <paquin@ainleygroup.com>; doleary@belleville.ca  
**Cc:** [REDACTED]  
**Subject:** Widening of Sidney Street  
**Sensitivity:** Private

Brian / Deanna,  
We are the owners of 250 Sidney Street.  
As you may or may not be aware we have a number of monitoring wells on Sidney Street.  
In particular, the strip between Catharine Street and Wilkins Street contains a number of very important wells.


These wells are currently being tested twice per year (spring and fall).  
This testing is mandated to continue for another 18 years.

The integrity of these wells needs to be maintained during the construction.  
If wells are damaged they will need to be repaired.  
If they are destroyed they will need to be replaced.

[REDACTED] is our consultant that handles the environmental work.  
If you need his assistance – to identify wells or provide mapping – please reach out to him.

Thank you.

[REDACTED]

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**From:** [Samantha Wilson](#)  
**To:** [Samantha Wilson](#)  
**Subject:** FW: Sidney Street improvement's PIC #2  
**Date:** May-25-21 1:15:36 PM

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-----Original Message-----

From: O'Leary, Deanna [<mailto:doleary@belleville.ca>]  
Sent: May-20-21 9:04 AM  
To: [REDACTED]  
Cc: paquin@ainleygroup.com; Scott Reynolds (reynolds@ainleygroup.com)  
Subject: RE: Sidney Street improvement's PIC #2

Good Morning [REDACTED]

Thank you for your interest in and comments on the Sidney Street Widening and Bridge Street West Intersection Improvements.

The detailed Traffic Analysis completed under the Municipal Class Environmental Assessment Study looked at the transportation needs of the study area assuming the highest and best use for future development scenarios on the Fairground and former Ben Bleecker sites. The City will require detailed Traffic Impact Studies be completed and submitted with any major planning applications that may come forward for these sites.

As you have noted, Alternative 3 was selected as the preferred alternative to meet the long-term traffic needs of the study area. During detail design, future traffic projections will be revisited to affirm the need for signalization at the Sidney / Catharine and Bridge / Yeomans intersections as specific development plans and buildout timing become known. It is very likely that construction will be a phased approach as you have suggested, with widening and underground works installed for future signal installation when and if required as development proceeds.

The Multi-Use Path on the north side of Bridge Street West is planned to be reinstated.

Thank you again for your comments,

Deanna O'Leary, P.Eng.  
Senior Project Manager  
Engineering & Development Services  
City of Belleville  
613-967-3200 x3527

From: [REDACTED]  
Sent: Wednesday, May 19, 2021 9:05 PM  
To: O'Leary, Deanna; paquin@ainleygroup.com  
Subject: Sidney Street improvement's PIC #2

**CAUTION:** This email is NOT from the city of Belleville. Do NOT click links or open attachments unless you recognize the sender and know the content is safe!

I am a Belleville resident, with no particular property interest in the Sidney St /Bridge St reconstruction development. I regularly drive through the area affected by this study. I missed the first PIC #1 in August 2019 and didn't realise that this project was being planned, but hope that my comments can be acceptable now.

I agree that an upgrade to this area is overdue, as the present Sidney/Bridge intersection is unsatisfactory.

First, a few comments on roundabouts which are suggested in Alternative #4. I am an enthusiastic proponent of roundabouts in general, as I have driven extensively in Europe and UK where these structures are very common. They do indeed promote fluid traffic flow and reduce congestion, and in the right place are an ideal solution. The recently installed roundabout at Maitland/Farnham, for example, appears to be a great success. But where roundabouts don't shine is in how pedestrians are accommodated, since there is nothing to stop traffic so that pedestrians can safely cross the approach roads (pedestrian-controlled crossing signals would be a very bad idea). For this reason (among others, no doubt) roundabouts are less frequently installed in busy urban areas. I suspect that the Sidney/Bridge intersection may well generate enough pedestrian traffic that would make a roundabout a problem.

I am also less sure about how well local and visiting drivers would take to a 2-lane roundabout. And placing two roundabouts on Sidney close together is likely to cause a go->slow->go->slow->go kind of traffic motion which doesn't seem ideal.

So overall, I am with you in rejecting Alternative #4.

In terms of deciding between Alternatives #2 and #3, I would like to offer some thoughts on traffic signals, such as are proposed in Alternative #3. Sidney Street is already well endowed with traffic lights (10 sets in about 3 km, and more seem to be appearing all the time), which are not well synchronised. Whilst there are no doubt localised reasons for each set of lights, the overall result is that Sidney Street has just too many; driving up or down Sidney is an exercise in frustration as one is frequently presented with one red light after another, causing much unnecessary congestion and greenhouse gases and a long driving time. The last thing Sidney Street needs is yet another set of traffic signals!

Right now, there doesn't seem to be any reason to install traffic signals at the Sidney/Catherine St. intersection, as there seems to be very little traffic using that portion of Catherine St. I don't know what the development plans are for the Ben Bleecker site, but I cannot believe that it will generate enough traffic to need signals at Sidney/Catherine. Development of the old fairgrounds is, I understand, still very much up in the air, with no view of the amount and nature of additional traffic eventually coming on to Sidney. But I agree that some provision should be made now, and if Catherine Street (extension west) is the expected access road, that's what should be done. But I cannot see that Sidney/Catherine intersection will become busy for at least 5 years, and more likely 10 or 15.

So what I would suggest is a sort of hybrid approach between Alternatives #2 and #3. I would suggest constructing the Sidney Street/Catherine St intersection roadway as per #3, perhaps with inappropriate turn lanes marked off or in-road islands provided, but do not instal the traffic signals. These signals could be installed at some time in the medium-term future if and when increased traffic in the area warrants, and only after a further traffic study at that time. It might be an idea to instal any subterranean services now for that future installation. Using this phased approach, drivers on Sidney Street would be spared yet another set of irritating traffic signals until they are really needed.

I don't have a view about traffic signals at Bridge/Yeoman, but possibly some similar considerations might apply.

Traffic signals at Sidney/Bridge are of course essential, and I am sure that a more intelligent working than present can be implemented. These signals should certainly be co-ordinated with the ones on Sidney just south of Bridge (leading into the SE and SW commercial areas), to avoid drivers having to stop at red lights at both sets, but any and all traffic signals in the area should be co-ordinated to keep traffic moving to the maximum extent possible.

One last thought. Bridge Street West is part of a designated bike route, and while an MUP appears on some of the diagrams, no mention is made of it in the text. We shouldn't lose sight of this important feature.

I hope these comments are useful.

Regards,



City Hall is currently open to the public from 9 a.m. to 3 p.m., Monday through Friday. You are encouraged to call 613-968-6481 before visiting a City facility to confirm its hours of operation and whether an appointment is required.

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