City of Sault Ste. Marie

Bay Street Corridor Improvements

ENVIRONMENTAL STUDY REPORT

October 2015

KEC Ref: 1371.04

Prepared by:

KRESIN Engineering Corporation

TABLE OF CONTENTS

1. Introduction 1
1.1. Background 1
1.2. Previous Reports 1
1.3. Class Environmental Assessment Process 2
1.4. Study Organization 3
1.5. Public Involvement 5
2. Phase One – Identification and Description of the Problem or Opportunity 5
2.1. Problem/Opportunity Identification 5
2.2. Problem/ Opportunity Statement 5
3. Phase Two – Identify and Evaluate Alternative Solutions 5
3.1.1 Alternative 1: Maintain Existing Conditions ("Do Nothing") *5*
3.1.2 Alternative 2: Reduction of Bay Street to Three Lanes with Incorporation of a Contra-flow Bike Lane *6*
3.1.3 Alternative 2A: Reduction of Bay Street to Three Lanes with Incorporation of a Multi-use Path *6*
3.1.4 Alternative 3: Reduction of Bay Street to Two Lane with Incorporation of a Multi-use Path *6*
3.1.5 Alternative 3A: Reduction of Bay Street to Two Lanes with the Addition of a Contra-flow Bike Lane *8*
3.1.6 Alternative 3B: Reduction of Bay Street to Two Lanes with the Addition of an Off-Road Contra-flow Bike Path *8*
3.2. Inventory of Environmental Conditions 8
3.2.1 Natural Environment *10*
3.2.2 Social Environment *11*
3.3. Solicit Input on Alternative Solution 13
3.4. Evaluation of Alternative Solutions 13
3.4.1 Evaluation Criteria *14*
3.4.2 Evaluation Summary *16*
3.5. Description of Preferred Solution 17
4. Phase Three – Alternative Design Concepts for the Preferred Solution 17
4.1. Horizontal and Vertical Alignment 17
4.2. Cross Section 18

4.3. Intersection Configurations 18
4.4. Identification of Alternative Designs 18
4.5. Recommended Design 19
4.6. Solicit Input on Recommended Design 20
4.7. Preferred Design, Schedule and Cost 20
5. Phase Four – Environmental Study Report 20

APPENDICES

Appendix 1 Municipal Class Environmental Assessment Process
Appendix 2 Environmental Study Report Consultation List
Appendix 3 December 9, 2014 Public Information Centre
Appendix 3a Information Presented
Appendix 3b Attendance List
Appendix 3c Comments Received
Appendix 4 Evaluation Matrix and Rationale
Appendix 5 April 23, 2015 Public Information Centre
Appendix 5a Information Presented
Appendix 5b Attendance List
Appendix 5c Comments Received
Appendix 6 Preferred Design
Appendix 7 Cost Estimates

1. Introduction

1.1. Background

Bay Street is an urban arterial road in the City of Sault Ste. Marie's (City) downtown core which currently extends from Huron Street at its west end to Pim Street at its east end. The entire length of Bay Street operates as a one-way street servicing eastbound traffic. The lane configuration west of Andrew Street is two lanes with auxiliary lanes for entrances and intersections. East of Andrew Street, Bay Street transitions to a four lane configuration with turn lanes at various entrances and intersections.

The Bay Street corridor, in addition to being an important transportation route is a major commercial area and provides access to roadways and commercial properties throughout the City's downtown core.

Following the construction of the Carmen's Way truck route in 2006 that allowed for easier access to several of the City's main roads as well as a more direct route to Highway 17, provincial traffic has been successfully diverted from the City's downtown core. As a result, traffic volumes on Bay Street appear to have been reduced and that the reduction in traffic has created an opportunity to improve the roadway.

1.2. Previous Reports

i) In January 2006, IBI Group completed a Phase 1 Situational Report as part of an Economic Feasibility and Downtown Improvement Study for the City of Sault Ste. Marie. The purpose of the Phase 1 Report was to provide a situational analysis of social, physical, economic and market conditions in Downtown Sault Ste. Marie. The study sought to establish how and why Downtown Sault Ste. Marie has declined and what changes were required to promote private, public and institutional sector investment. The study identified potential opportunities involving the downtown road network, including possible lane conversions along the Bay Street corridor as well as significant aesthetic improvements.

ii) In April of 2007, IBI Group completed a Phase 2 Downtown Community Improvement Strategy as part of the Economic Feasibility and Downtown Improvement Study for the City of Sault Ste. Marie. The purpose of the Phase 2 Report was to address the findings of the Phase 1 Situational Analysis and to provide the City with a policy framework and set of tools to address the needs of the building fabric in Downtown Sault Ste. Marie, rather than the particular health and vitality of individual businesses. The strategy included a Physical Development Plan and a Community Improvement Plan to help the City capture and retain residents and visitors in the Downtown and encourage spending in the core. The Development Plan provided guidance to protect and build the role of Downtown as a cultural and tourism center while the Community Improvement Plan was to act as a method for developing a range of programs and tools to facilitate economic development in Downtown Sault Ste. Marie. Recommended physical improvements to the Bay Street corridor that could be implemented over a period of 5 to 7 years included:

- Transforming Bay Street into a vibrant commercial corridor through a reduction of lanes and improvements to intersections and landscaping;
- Modifying the street edge design of Bay Street through improvements to pedestrian-scale and aesthetic appearances of the corridor, using commercial development designs

that improve height and massing of buildings in proximity to the road corridor, and considering opportunities for the severance of parcels to enable infill development;

- Improving the corridor in a way that will prioritize public art and other opportunities, allow for cyclists to park on sidewalks in proximity to destinations accessed by Bay Street, and consider improvements to street furniture and pedestrian-scale lighting.

iii) In January of 2015, an update to the City of Sault Ste. Marie's Transportation Master Plan was completed. The update was carried out to address the changing travel patterns in the City and to ensure road infrastructure continues to operate at a good level of service. The Plan identified a "balanced approach" alternative strategy as the preferred planning solution. This strategy is expected to benefit all transportation users in the City by investing in capital road improvements as well as active transportation and transit network improvements. The Plan included the consideration of "road diets" that involve reducing the number of lanes and pavement width of a road to improve roadway efficiency, mode share and safety as well as possible one-way to two-way conversions of one-way streets located in the City's downtown. The Bay Street corridor was identified in the Transportation Master Plan as a location that could possibly benefit from implementation of the road diet technique.

1.3. Class Environmental Assessment Process

Ontario's Environmental Assessment Act (EA Act) was adopted in order to ensure that all reasonable alternative solutions, environmental impacts and community input are considered when public projects are undertaken. In order to streamline the EA process, the Act allows a group of similar projects to be undertaken following the process identified in a Class EA.

Due to the similarity and frequency of municipal infrastructure projects, the Municipal Engineers Association (MEA) developed and received approval for the Municipal Class Environmental Assessment (Class EA). The Municipal Class EA is applicable to most municipal projects involving roads, water and wastewater which are commonly recurring, similar in nature, limited in scale, and have a predictable range of impacts.

There are four schedules under the Municipal Class EA as follows:

Schedule A: Projects that include normal or emergency operational and maintenance activities. These projects are limited in scale and have minimal adverse environmental effects which are predictable and easily mitigated. These projects are pre-approved and may proceed to implementation without following the full Class EA planning process.

Schedule A^+ Projects that are pre-approved under the Municipal Class EA, but allow for some form of public consultation prior to project implementation. The purpose of Schedule A^+ is to ensure that the public is in some way informed of municipal infrastructure project(s) being constructed or implemented in their area, giving them the opportunity to comment to municipal council. Given that these projects are pre-approved, there is no appeal to the Ministry of the Environment (MOECC) on these projects.

Schedule B: Projects generally including improvements to existing facilities with the potential for some adverse environmental effects. These projects must include completion of a screening process including consultation with stakeholders.

Schedule C: Projects generally including the construction of new facilities or significant modifications to existing facilities. The full process outlined by the Class EA document must be carried out.

The Bay Street Corridor Improvements project meets the conditions which require that a Schedule C Municipal Class EA be carried out.

The planning process outlined in the Municipal Class EA document is illustrated graphically in Appendix 1. A Schedule C Class EA requires that the following five Phases be completed:

Phase 1: Identify the problem or opportunity for the project.
Phase 2: Identify alternative solutions to the problem taking into consideration the existing environment and establish the preferred solution using input from review agencies and the public.
Phase 3: Examine alternative methods of implementing the preferred solution which will minimize negative environmental effects and maximize positive effects.
Phase 4: Document the planning process carried out in the previous Phases and make the documentation available for comment by the public and review agencies.
Phase 5: Complete designs and proceed to construction of the project. This phase also includes the long term evaluation of any special mitigating measures which were required to be implemented.

The Sault Ste. Marie Transportation Planning Study was developed based on the approaches conveyed in the Sustainable Planning Guidelines report (developed by Transport Canada and the Transportation Association of Canada) and was carried out in accordance with the requirements of the Master Plan under the Municipal Class EA process. As noted in the Class EA document, Master Plans address Phases 1 and 2 of the planning process for identified projects; however, due to public interest in this project, the City of Sault Ste. Marie has decided to re-visit Phase 2 (Identification of Alternative Solutions) for the purposes of this study.

1.4. Study Organization

To satisfy the planning process outlined for Schedule C projects, the following phased approach to the project is presented in this Environmental Study Report.

Phase 1: Identification and Description of the Problem

a) Description of Existing Conditions
b) Problem/Opportunity Identification
c) Problem/Opportunity Statement

Phase 2: Identify and Evaluate Alternative Solutions

a) Identify Alternative Solutions
b) Inventory of Environmental Conditions
c) Solicit input on Alternative Solutions
d) Evaluation of Alternative Solutions
e) Description of Preferred Solution

Phase 3: Alternative Design Concepts for Preferred Alternative

a) Horizontal and Vertical Alignment
b) Road Cross-Section
c) Intersection Configurations
d) Identification of Alternative Designs
e) Preferred Design
f) Solicit Input on Preferred Alternative and Designs

Phase 4: Environmental Study Report

a) Complete Environmental Study Report (ESR)
b) Place ESR on Public Record

Following the placement of the ESR on public record, there will be a 30 day period during which members of the public can review the report and provide comments to the City of Sault Ste. Marie. If concerns raised by the public cannot be resolved through discussions with the City, a "Part II Order" request can be made to have the Minister of the Environment order an individual (full) EA for the project.

The ESR will be available for review at the following locations:

City of Sault Ste. Marie
Engineering Department
5th Floor, Civic Centre
99 Foster Drive
Sault Ste. Marie, ON

City of Sault Ste. Marie
Clerk's Department
4th Floor, Civic Centre
99 Foster Drive
Sault Ste. Marie, ON

Kresin Engineering Corporation
536 Fourth Line East
Sault Ste. Marie, ON

Persons wishing to request a Part II Order for this project must submit a written request to the Minister of the Environment, with a copy sent to the City of Sault Ste. Marie at the following addresses:

The Honourable Glen Murray
Minister of the Environment
and Climate Change
77 Wellesley Street West
11th Floor, Ferguson Block
Toronto ON M7A 2T5

Director, Environmental
Approvals Branch
Ministry of the Environment and
Climate Change
1st Floor, 135 St. Clair Ave West
Toronto, ON M4V 1P5

Director of Engineering Services
City of Sault Ste. Marie
5th Floor, Civic Centre
99 Foster Drive
Sault Ste. Marie, ON P6A 5N1

Kresin Engineering Corporation was retained by the City of Sault Ste. Marie to satisfy the requirements of the Municipal Class Environmental Assessment and evaluate the opportunity to coordinate possible improvements to the Bay Street corridor.

During the course of the study, input was sought from various City Departments, provincial and federal government agencies as well as First Nations groups, nearby landowners and the general public.

1.5. Public Involvement

Public and agency consultation ensures that those interested in the Class EA process have the opportunity to provide input and comments. Throughout the study, the involvement of local residents, interest groups and government agencies (list provided in Appendix 2) was sought to provide input into the definition of problems/opportunities, identification and evaluation of alternative solutions and selection of the preferred solution. Through newspaper advertisements, letters, emails, notifications of upcoming public meetings and two informal Public Information Centres (PICs), the public and agency contacts were given the opportunity to review and discuss the progress of the study as well as provide any suggestions and comments. Results of the PICs are described in detail in the relevant sections of this report with supporting documentation in the appendices.

2. Phase One – Identification and Description of the Problem or Opportunity

2.1. Problem/Opportunity Identification

Recent studies completed for the City of Sault Ste. Marie have identified the need for improvements to the City's downtown core, not only to improve the aesthetics of the area but also to improve roadway efficiency, mode share and safety.

It has also been identified that following the construction of the Carmen's Way truck route in 2006, that provincial traffic appears to have been successfully diverted from the City's downtown core. As a result, traffic volumes including those on Bay Street appear to have been reduced, providing an opportunity to improve the roadway.

2.2. Problem/ Opportunity Statement

Recent improvements to the City's transportation network have lead to the diversion of provincial traffic away from the City's downtown core and as a result, traffic volumes along the Bay Street corridor have been reduced. City Staff and community stakeholders have identified that, due to this change in usage, an opportunity to improve the Bay Street corridor and possibly adjust the capacity of the roadway between Andrew Street and Pim Street may exist.

3. Phase Two – Identify and Evaluate Alternative Solutions

3.1. Identify Alternative Solutions

The first task in Phase Two of the Municipal Class EA process is the identification of possible alternatives to the stated problem or opportunity. In consultation with City staff, the following alternatives were developed.

3.1.1 Alternative 1: Maintain Existing Conditions ("Do Nothing")

This alternative is a standard option required to be considered in the Class EA process. It provides a benchmark against which to measure other possibilities. In this study, the "Do Nothing" alternative would result in implementing no additional work to decrease the capacity of Bay Street. Alternative 1 is illustrated in Figure 1.

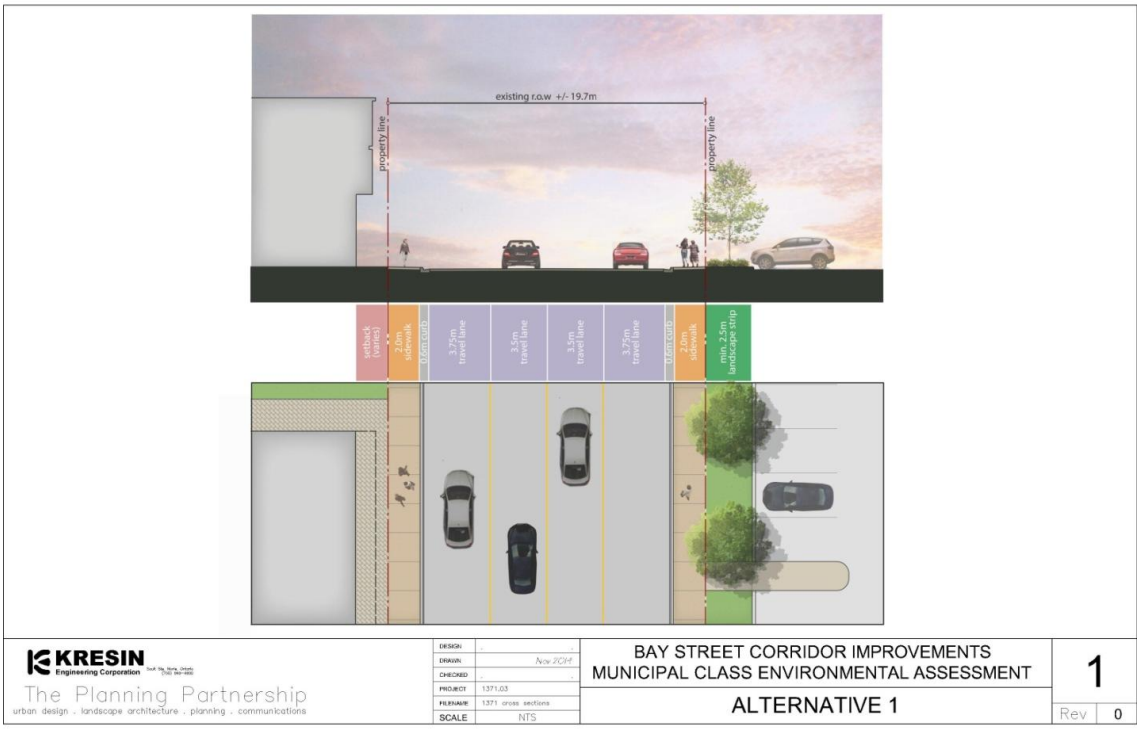


Figure 1. Alternative 1 - Maintain Existing Conditions

3.1.2 Alternative 2: Reduction of Bay Street to Three Lanes with Incorporation of a Contra-flow Bike Lane

This alternative consists of reducing Bay Street to three through lanes from the existing four through lanes. Implementing Alternative 2 allows for the incorporation of a contra-flow (two-way) bike lane to be installed on the road from Andrew to Pim Street. This alternative also includes pedestrian sidewalks on both sides. A landscaped boulevard would also be included along the south side of Bay Street, between the road and the sidewalk. Alternative 2 is shown in Figure 2.

3.1.3 Alternative 2A: Reduction of Bay Street to Three Lanes with Incorporation of a Multi-use Path

Similarly to Alternative 2, this alternative involves the reduction Bay Street from four through lanes to three through lanes, however this alternative includes a pedestrian sidewalk adjacent to the north side of the corridor and provides the space required for the incorporation of an off-road multi-use path running parallel from Andrew Street to East Street along the south side of Bay Street. A landscaped boulevard would separate the multi-use path from the roadway. Alternative 2A is illustrated in Figure 2a.

3.1.4 Alternative 3: Reduction of Bay Street to Two Lanes with Incorporation of a Multi-use Path

Alternative 3 includes reducing Bay Street to two through lanes from the existing four through lanes. Implementing Alternative 3 allows improvements to the roadway to be made including the incorporation of a multi-use path from Andrew Street to East Street, parallel to the south side of the road. This alternative also includes a pedestrian sidewalk on the north side of Bay Street. Both the

multi-use path and sidewalk would be separated from the corridor with a landscaped boulevard. Alternative 3 is shown in Figure 3.

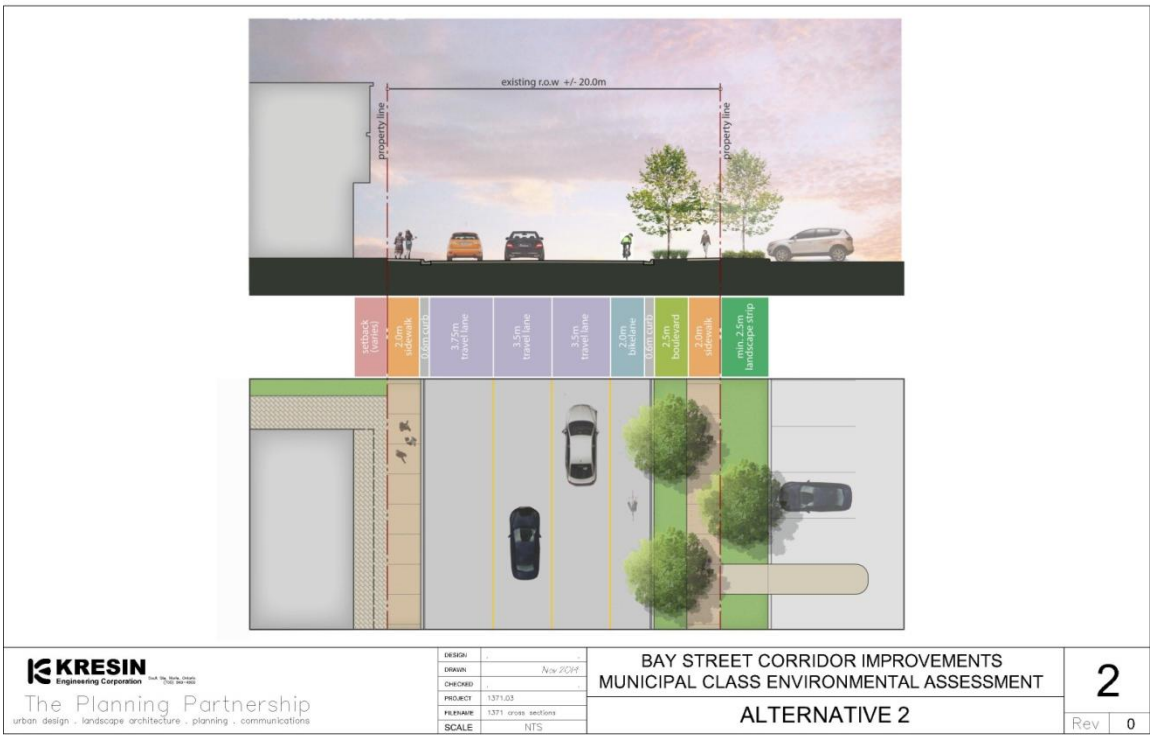


Figure 2. Alternative 2 - Reduction of Bay Street to Three Lanes with Incorporation of a Contra-flow Bike Lane

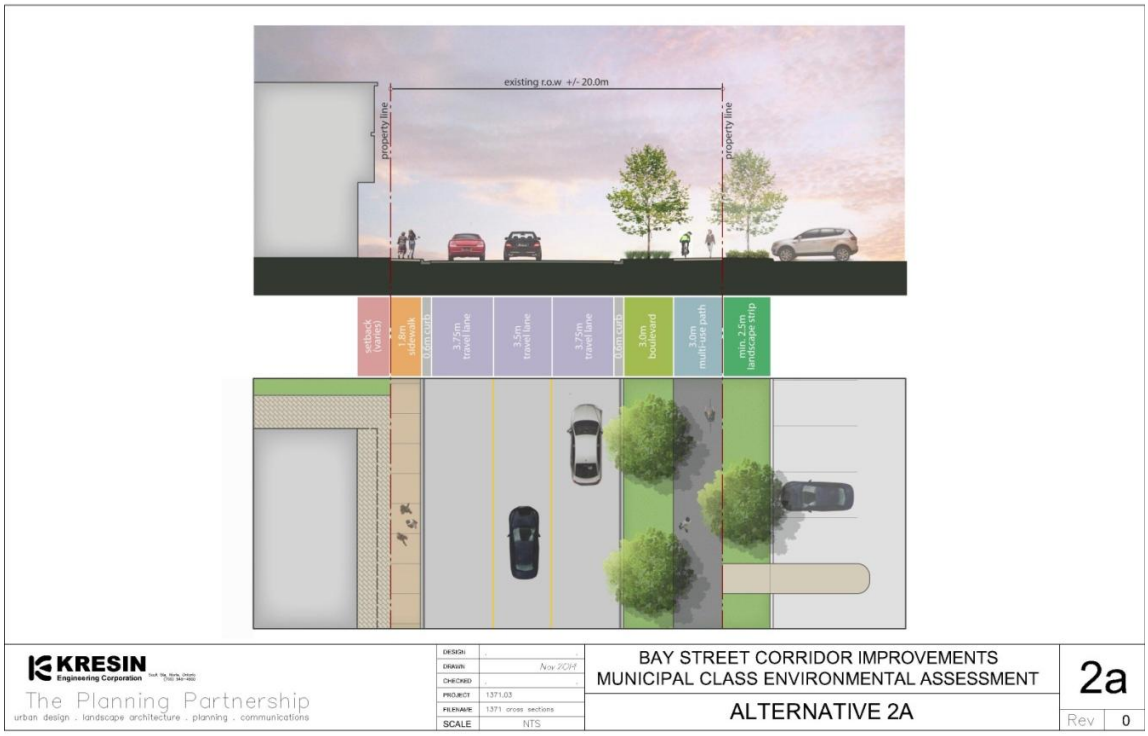


Figure 2a. Alternative 2A - Reduction of Bay Street to Three Lanes with Incorporation of a Multi-use Path

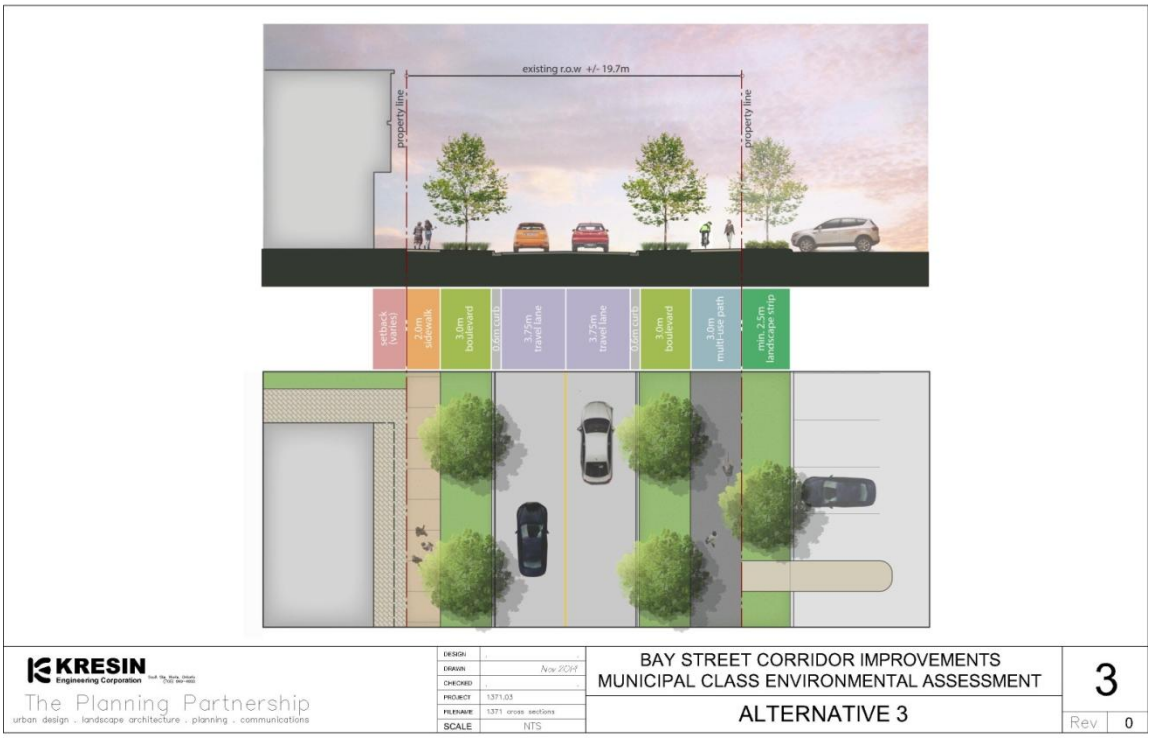


Figure 3. Alternative 3 - Reduction of Bay Street to Two Lanes with Incorporation of a Multi-use Path

3.1.5 Alternative 3A: Reduction of Bay Street to Two Lanes with the Addition of a Contra-flow Bike Lane

This alternative involves reducing Bay Street to two through lanes from the existing four lanes for vehicular traffic. This alternative also includes a designated contra-flow bike lane, separated from the adjacent roadway with a concrete median. Boulevards and pedestrian sidewalks would run parallel to Bay Street on both the north and south sides. Alternative 3A is shown in Figure 3a.

3.1.6 Alternative 3B: Reduction of Bay Street to Two Lanes with the Addition of an Off-Road Contra-flow Bike Path

This alternative consists of reducing Bay Street to two through lanes from the existing four through lanes and provides space required for an off-road contra-flow bike path to be incorporated into the corridor. This option would allow for the bike path to be separated from the roadway by a concrete median and also includes a pedestrian sidewalk on both sides of Bay Street. Landscaped boulevards would be included along both sides of the corridor, where possible. Alternative 3B is shown in Figure 3b.

3.2. Inventory of Environmental Conditions

The second task in Phase 2 of the Class EA is the inventory of the natural, social and economic environment in the Study Area. For the purpose of this study, the Bay Street Study Area has been defined as the area bounded by Andrew Street, Pim Street and the commercial and parks/recreational properties located adjacent to the Bay Street right-of-way. The area of influence considered for the

socio-economic environment has been defined as the developed urban region of the City of Sault Ste. Marie.

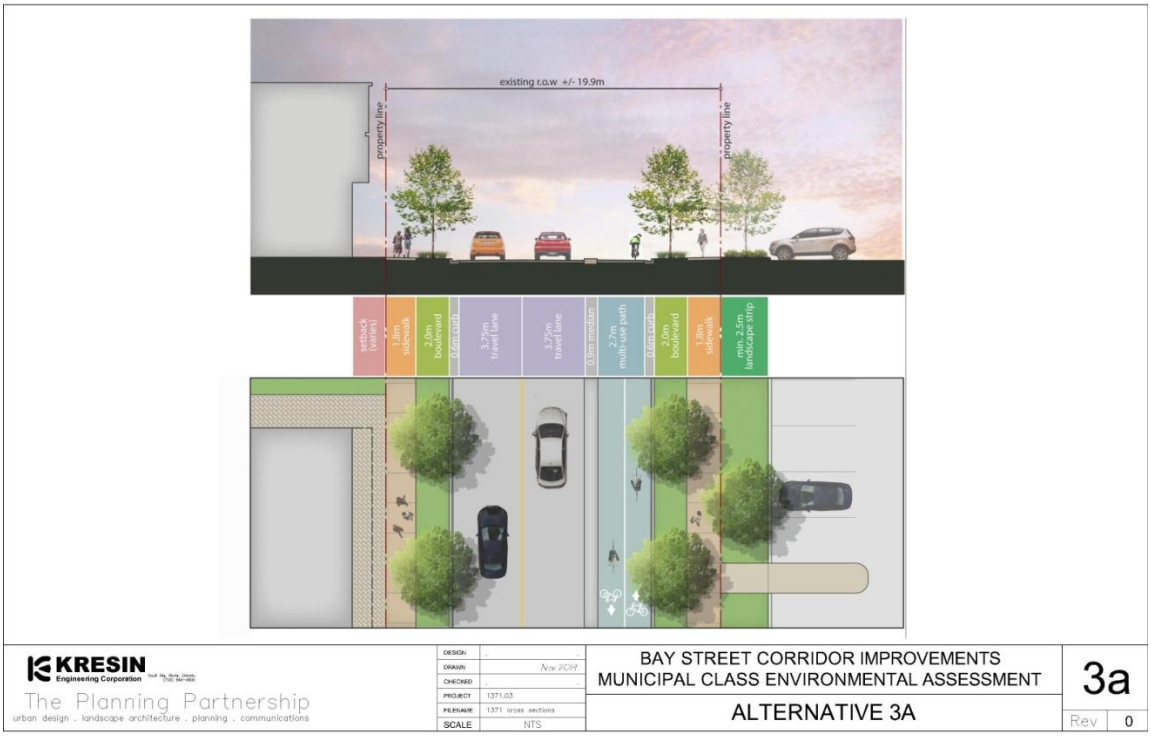


Figure 3a: Reduction of Bay Street to Two Lanes with the Addition of a Contra-flow Bike Lane

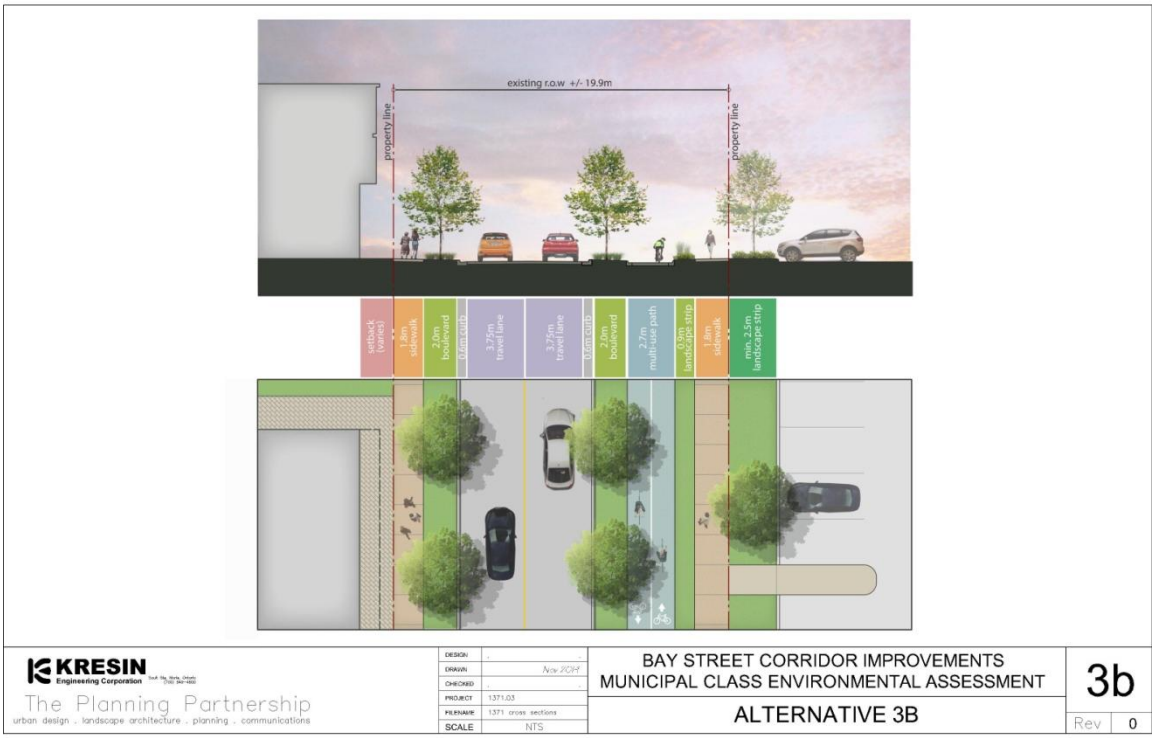


Figure 3b. Reduction of Bay Street to Two Lanes with the Addition of an Off-Road Contra-flow Bike Path

3.2.1 Natural Environment

The Study Area is entirely within the urban core of the City of Sault Ste. Marie and has been affected by extensive human development activity in the past. The area is surrounded by commercial developments, recreational/parklands and transportation corridors. The Study Area topography is very flat as the land is generally reclaimed riverbed/shore lands.

Regional Geology

The Ministry of Natural Resources and Forestry (MNRF) *Aggregate Resources Inventory of the Sault Ste. Marie Area* as well as the Sault Ste. Marie Region Conservation Authority's (SSMRCA) *Sault Ste. Marie Region Source Protection Area Assessment Report* were reviewed for the purpose of characterizing the physiography and geology of the Study Area.

The Sault Ste. Marie area consists of bedrock of the Cambrian and Precambrian age. The Study Area is located generally within an area comprised of granite and migmatitic rocks overlain by Jacobsville sandstone. The geological formations of sandy glaciolacustrine deposits in the Sault Ste. Marie area are mainly the result of the repeated advance and retreat of extensive continental ice sheets during the Wisconsinan Stage of the Pleistocene Epoch.

The area just north of the Study Area consists of a band of elevated rugged, knobby Precambrian bedrock ranging in elevation from 300 and 440 meters above sea level. South of this band is an area of undulating, rolling topography of manly low relief that rises occasionally as a result of small bedrock escarpments which extend to the St. Marys River. The surface drainage conditions in the area are considered to be dry.

Groundwater Resources

Groundwater flow within the City of Sault Ste. Marie generally runs from the northern Precambrian uplands to the St. Marys River in the south. The Study Area is located in a potential groundwater discharge area as its lower elevation allows for the water table to leave the aquifer and flow to the surface. East of the Study Area is also considered a groundwater discharge area while the areas west, north and northeast of the Study Area are considered potential groundwater recharge areas that allow for a percentage of total precipitation to infiltrate to the water table.

Surface Water and Aquatic Habitat

Fort Creek as well as an unnamed intermittent drainage course enters the St. Marys River just west of the Study Area. Originating in the northern portion of the City, the Fort Creek channel runs north to south, crossing Second Line and Conmee Avenue. Further downstream, Fort Creek is conveyed by a concrete aqueduct from Carmen's Way to Queen Street where it then flows along an open channel to the St. Marys River. The unnamed drainage course, which has been incorporated into the City's storm sewer system, originates approximately 1.7 kilometers northeast of the study area and connects to the Fort Creek channel approximately 150 meters prior to the outlet at St. Marys River.

As the Fort Creek is considered fish habitat, any proposal that may potentially impact the waterway or the area adjacent to the waterway (hazard area/flood plain) must have authorization from relevant agencies and must be carried out in accordance with applicable laws.

Vegetation and Terrestrial Environment

Majority of the land within and abutting the Study Area has been previously developed. Tree species including red maple, yellow birch, white pine and red oak are sparsely located along the corridor with the majority of those being located within the areas zoned as parks and recreation.

As the Study Area is situated within the developed downtown area of the City, wildlife may consist of squirrels, chipmunks and bird species including the black-capped chickadee, white-throated sparrow, American crow and downy woodpecker. Migratory species including the Canada goose and mallard duck are commonly seen in the downtown park areas and along the City's waterfront.

Heritage Resources

The Study Area consists of previously disturbed land within the Bay Street right-of-way. A review of available historical aerial photographs indicates that properties adjacent to the Study Area have been previously disturbed as well.

As the proposed improvements will be limited to surface works constructed within the limits of previously disturbed land and any modifications to existing underground infrastructure are expected to utilize current grades and alignment, the likelihood of encountering archaeological resources is felt to be low. Disruption to properties adjacent to the corridor is not expected and as the proposed road improvements do not involve the expansion of the traffic corridor, the completion of an archaeological assessment is not required.

Should circumstances change during the course of the project, the requirements of the Ontario Heritage Act will be reviewed in order to ensure compliance.

Alternative 1, Maintain Existing Conditions, is not anticipated to have negative impacts on the natural environment relating to construction as changes in the efficiency of the roadway would not be made.

Alternatives that involve the reduction of Bay Street to three lanes as well as those alternatives that result in a two lane corridor are anticipated to have minimal impacts on the natural environment as they are located within the areas that have been previously developed or cleared. Any disturbances encountered during construction are expected to be mitigated through the use of standard environmental controls such as silt barriers and erosion protection.

3.2.2 Social Environment

Land Use

A large portion of the Study Area, between Andrew Street and Pim Street consists of commercial developments, recreational/parklands and transportation corridors. North of the Study Area consists mainly of central commercial zones along with an institutional zone found at the northwest corner of Bay and Pim Street. South of the Study Area is largely Riverfront zoning except for a

shopping centre (Station Mall) zone between Andrew and Elgin Street and a parks and recreational zone located at the southwest corner of Bay Street and East Street. Multi-residential buildings are also located east of Brock Street along the south side of the Bay Street corridor.

Utilities

The Study Area is serviced by both the municipal water distribution system and municipal sanitary/storm sewers.

Electricity is provided via a combination of overhead and underground conductors from the distribution grid owned and operated by the Sault Ste. Marie Public Utilities Commission (PUC).

All of the properties are within the boundaries of existing electrical and telecommunication services. The following authorities have infrastructure within the Study Area:

1. City of Sault Ste. Marie
2. Public Utilities Commission (PUC);
3. Bell Canada;
4. Shaw Cable; and
5. Union Gas.

Recreation

There are several recreational opportunities neighbouring the Study Area. The Essar Centre, a sports and entertainment venue which accommodates a wide range of events including concerts, sporting events, conventions and trade shows, is located along the north side of the corridor at Bruce Street.

The John Roswell Hub Trail is located on the south side of Bay Street east of East Street and provides a pedestrian/cycling route along the City's downtown waterfront.

Whitefish Island located west of the Study Area offers kilometers of trails as well as access to the river system for fishing.

The Sault Ste. Marie Canal National Historic Site is located west of the Study Area, adjacent to Whitefish Island. Guided tours, displays and presentations are provided at the Visitor Centre onsite while the lock is open to recreational boats from May to October.

The Roberta Bondar Park and Tent Pavilion is located southwest of the corridor, adjacent to the St. Marys River. The Park provides an outdoor venue that accommodates events including concerts, festivals and ceremonies.

Clergue Park is located near the east end of the Study Area, adjacent to the south side of the corridor. The park provides the location for the City's annual Rotaryfest as well as a rest/picnic area on the downtown waterfront section of the hub trail.

The Canadian Bushplane Heritage Centre is located at the east end of the Bay Street corridor, within an historic waterfront hanger adjacent to the St. Marys River. The Centre contains several aircraft

exhibits, interactive activities and provides visitors with the history of bush flying and forest protection in Canada.

The Ermatinger Clergue National Historic Site is located at the northwest corner of Bay Street and Pim Street. The Site consists of an interactive Heritage Discovery Centre as well as the Ermatinger Old Stone House and the Clergue Blockhouse, two of the oldest stone buildings located northwest of Toronto.

Alternative 1 is not anticipated to have a negative impact on the socio-economic environment as the standard of service along Bay Street would remain the same.

Alternatives involving the reduction of the Bay Street corridor to three through lanes are anticipated to decrease the traffic capacity along the corridor. However, with the recent reduction in traffic volumes along Bay Street, these alternatives are not expected to impact the level of service during peak usage periods. The addition of landscaped boulevards, a contra-flow bike lane or a multi-use path are expected to have positive socio-economic impacts as they improve the aesthetics of the corridor and are anticipated to be more inviting to pedestrians and cyclists traveling in the downtown area.

Alternatives reducing the corridor to two through lanes may result in negative impacts to the level of service provided along the corridor as the ease of access to and from the adjacent properties may potentially be reduced. Similarly to the three-lane alternatives, positive socio-economic impacts are anticipated with the addition of landscaped boulevards, bike lane(s) or a multi-use path. These additions are expected to improve the aesthetics of the corridor and increase land-use along Bay Street.

3.3. Solicit Input on Alternative Solution

A Public Information Centre was held on December 9, 2014 in the Thompson Room of the Sault Ste. Marie Civic Centre. Representatives from both Kresin Engineering Corporation (KEC) and the City were available to discuss the project.

The focus of this first PIC was to present the opportunity statement and identified possible improvements to be considered as well as seek public input on the project. Ten residents attended the PIC in order to discuss the project.

Copies of the presentation boards, attendance records and comments received at the PIC are attached in Appendix 3. Comment responses are also included as part of this appendix.

Input received during this PIC, as well as comments forwarded to KEC afterwards did not identify any additional alternatives to be considered.

3.4. Evaluation of Alternative Solutions

In order to compare the alternative solutions, each was examined to determine how it addressed a set of evaluation criteria. Following the application of the criteria, a preferred solution was identified as that which best addressed the criteria.

3.4.1 Evaluation Criteria

The following is a summary and description of the evaluation criteria. Each criterion was ranked for each alternative and given a subjective score of 1 (positive), 2 (neutral) or 3 (negative). The scores are based on the anticipated results of implementing the alternatives.

1) Technical Criteria

1a) Vehicular Traffic Flow

This study has been prompted by an opportunity to improve the Bay Street corridor and possibly adjust the capacity of the roadway between Andrew Street and Pim Street. Accordingly, the ability for a potential solution to provide a safe and efficient environment for vehicular traffic is essential.

A ranking of 3 is assigned to alternatives which are anticipated to fail to provide safe and efficient vehicular traffic facilities.

A ranking of 1 for this criterion indicates that the alternative results in a relatively straightforward solution with intuitive vehicle movements with a minimal amount of potential conflict areas.

Alternatives which provide vehicular traffic flow in a manner which is likely to be less than ideal are given a ranking of 2.

1b) Pedestrian and Cycling Traffic Flow

Similar to the criteria for vehicular traffic flow, this criterion provides a measure of the extent to which an alternative can provide safe and efficient facilities for pedestrians and cyclists.

Alternatives which fail to provide safe and efficient flow for pedestrian traffic are assigned a rating of 3.

A ranking of 1 in this criterion indicates that the alternative provides a safe and efficient method for pedestrians and cyclists to traverse through the Study Area.

An alternative which provides solutions which are for the most part safe and efficient however would result in some aspects being less than ideal are assigned a rank of 2 for this criterion.

1c) Implementation of the Alternatives

This criterion provides the opportunity to assign ratings to alternatives which reflect the anticipated difficulties in implementing the proposed works due to physical factors. These factors may include topography, existing structures needing to be relocated and similar obstacles.

The most difficult or inconvenient alternatives to construct are rated 3.

The easiest and least inconvenient alternatives to construct are rated 1.

Alternatives ranked 2 are anticipated to have moderate amounts of difficulty or inconvenience associated with their implementation.

2) Natural Environment

Rankings for this criterion reflect the anticipated impacts to the natural environment associated with implementation of the alternatives.

Alternatives assigned a rank of 3 are anticipated to have significant negative impacts to the natural environment.

A ranking of 1 is applied to those alternatives which are anticipated to have little or no impact on the natural environment.

Those alternatives which are predicted to have moderate impacts are assigned a rank of 2.

3) Social Environment

Impacts to the local social environment are rated using this criterion. These include changes to the use of an area, impacts to nearby residents and other similar impacts.

Alternatives which would significantly negatively alter land uses and social interests are given the rank of 3.

Should little or no negative impacts be anticipated, a rank of 1 is assigned.

Those alternatives which may result in moderate negative social impacts are assigned a rank of 2.

3) Economic Environment

Similar to social environment, this criterion reflects the potential impacts of a given alternatives on the economic attributes of the Study Area.

Alternatives which have a significant <u>negative</u> impact on the local economic situation receive a rank of 3.

Alternatives anticipated to have significant <u>positive</u> impact on the local economic environment receive a rank of 1.

Should the net economic impact of an alternative be neither negative nor positive, a rank of 2 is assigned.

4) Cost of Implementation

Cost of implementation refers to the actual dollar amounts to be expended to implement an alternative. Such costs include construction, land acquisition as well as engineering and associated administrative costs.

This criterion is ranked based on anticipated relative costs. Rankings are low cost (1), medium cost (2), and high cost (3).

3.4.2 Evaluation Summary

An evaluation of alternatives was carried out considering the evaluation criteria outlined above. A copy of the Evaluation Matrix along with a detailed description summarizing the application of the Evaluation Criteria is presented in Appendix 4.

Alternative 1: Maintain Existing Conditions ("Do Nothing")
This option was found to be least preferred as it did not address the recommendation to improve the Bay Street corridor. Although this alternative would be considered the easiest to implement, it did not efficiently address vehicular flow along the corridor or provide any safe enhancements to pedestrian or cycling facilities. The effects of the "Do Nothing" approach on the natural environment were found to be negligible and impacts to land owners and users of the corridor would not be altered. Costs associated with Alternative 1, which for the purpose of this report are considered a baseline cost for comparison, were given a high cost ranking as they include capital construction costs as well as ongoing operation and maintenance costs of the four lane corridor.

Alternative 2: Reduce Bay Street to Three Lanes
Alternative 2 is felt to adequately address the recommendation to improve the Bay Street corridor as the reduction to three lanes is expected to efficiently accommodate traffic volumes while providing an opportunity to improve pedestrian and recreational cycling facilities within or adjacent to the road way. However, implementation of this alternative is anticipated to result in moderate inconveniences to land owners and users of the corridor during construction of modifications/upgrades to the road. As Alternative 2 consists of the redevelopment of the existing road corridor, minimal impacts on the natural environment are anticipated. Common mitigation procedures would be put in place to address typical impacts associated with construction. It is expected that the possible addition of a bike lane/multi-use path and boulevard along the corridor would improve the aesthetics of the area, making it more inviting for pedestrians and cyclists resulting in a positive social impact. Costs are expected to include those to reduce Bay Street from four to three lanes, the construction of a multi-use path or bike lane and alterations to the storm water drainage system. Decreased costs would be expected for the maintenance and operation of the Bay Street corridor due to the savings related to line painting, snow removal and future road resurfacing.

Alternative 3: Reduce Bay Street to Two Lanes

Alternative 3 is expected to accommodate the traffic volumes observed along the Bay Street corridor, however, the efficiency of the corridor is expected to be negatively impacted as a result of a possible decrease in vehicle movement while accessing adjacent properties. Similarly to Alternative 2, this alternative provides an opportunity to improve pedestrian and recreational cycling facilities with the construction of a sidewalk and multi-use path or contra-flow bike lane adjacent to the corridor. Alternative 3 received a higher ranking than Alternative 2 with respect to its implementation as modifications and/or upgrades to intersections are expected to be more extensive. As the implementation of Alternative 3 consists of the redevelopment of the existing road, impacts to the natural environment are anticipated to be minimal. Although it is expected that the possible addition of a boulevard and multi-use path or designated bike lane along the corridor would improve the aesthetics of the area and would provide a positive impact for non-automotive users, negative impacts are expected due to potential difficulties accessing to and from adjacent properties. It is anticipated that the relative cost of implementation of Alternative 3 would exceed Alternative 2 and would include the cost to reduce Bay Street from four to two lanes, the construction of a multi-use path or bike lane and alterations to the storm water drainage system. Decreased costs would be expected for the maintenance and operation of the Bay Street corridor due to the savings related to line painting, snow removal and future road resurfacing.

3.5. Description of Preferred Solution

Following the evaluation of alternatives, Alternative 2 was identified as the preferred solution.

The reduction of Bay Street to three lanes in conjunction with improvements to pedestrian and recreational cycling facilities addresses the stated opportunity to improve the Bay Street corridor between Pim Street and Andrew Street. The design of the new road will include the construction of a three lane, urban arterial road that will incorporate modifications and/or upgrades to the existing intersections.

4. Phase Three – Alternative Design Concepts for the Preferred Solution

The preferred solution consists of the construction of approximately 1,850 meters of road between Andrew Street and Pim Street. Due to the limited scope of construction, predominantly straight horizontal alignment, etc, the alternative designs are also limited, and were developed considering the following:

1. Horizontal Alignment (curves in the road)
2. Vertical Alignment (road grades)
3. Road Cross Section (lanes, sidewalks, boulevards, etc.)
4. Intersection Configurations (traffic signals, turn lanes, islands, etc.)

4.1. Horizontal and Vertical Alignment

Based on the existing topography and adjacent land uses, the road alignment is constrained by the existing property limits.

The reduction of Bay Street from a four lane to a three lane road will closely match the horizontal alignment of the existing road as the proposed improvements are to be within the existing right-of-way.

The vertical alignment will closely follow the existing topography and will accommodate existing intersections, entrances to adjacent properties, etc.

4.2. Cross Section

Existing conditions on Bay Street within the Study Area include: four eastbound lanes with curb and gutter; signalized intersections at Andrew Street/Gore Street, Dennis Street, Bruce Street, Elgin Street, Brock Street and East Street; and signed intersections at Tancred Street, March Street, Bingham Street and Bell Avenue. Exits onto Bay Street are also controlled with signage at businesses including the Station Mall shopping complex and the Sleep Inn Hotel. A bus bay is located just west of March Street, at the north entrance of the Roberta Bondar Place and an additional southbound turn lane is present at the Bay Street intersections with Dennis Street and Elgin Street. Pedestrian facilities on the existing Bay Street corridor consist of a sidewalk along the north side from Andrew Street to Pim Street; a sidewalk along the south side of the corridor from Dennis Street to East Street; and, a multi-use path along the south side from East Street to Pim Street.

Alternative designs for the road cross section of a reduced Bay Street corridor are to address issues such as traffic movement (via the number of lanes) and facilities for pedestrians and other non-motorized users.

Similar to the existing cross section, an urban arterial road with storm sewers, catch basins and concrete curb and gutter is recommended for the section of Bay Street between Andrew Street and Pim Street. This type of cross section will provide a more compact road width allowing the most possible space within the right-of-way for the construction of a pedestrian and/or cycling facilities along the southwest side of Bay Street.

4.3. Intersection Configurations

It is expected that no new intersections will be required and that all signalized and signed intersections along the Bay Street corridor will be maintained following the implementation of Alternative 2. It is proposed that the existing south bound turn lanes at Dennis Street, Elgin Street and Pim Street continue to be provided.

It is recommended that pedestrian facilities be included as part of the implementation of Alternative 2 to accommodate pedestrians and other non-motorized users wanting to access the downtown businesses and waterfront.

4.4. Identification of Alternative Designs

As stated above, the relatively limited scope of the preferred solution does not support a great variation in alternative designs. Upon the review of the design considerations noted above, the following conclusions are drawn:

1. Existing features are conducive to a predominantly straight horizontal alignment.
2. Existing topography will allow for an essentially flat vertical alignment, similar to the existing Bay Street corridor.
3. Although a traffic impact study has not been completed, based on the traffic counts observed throughout the City and current average daily traffic counts along Bay Street

between Pim Street and Andrew Street, three lanes are expected to adequately accommodate future traffic volumes.

4. The existing sidewalk running parallel to the north side of the road should remain in place to accommodate pedestrian traffic.
5. It is recommended that storm sewers, catch basins and concrete curb and gutter continue to be used along the corridor to accommodate drainage and provide a more compact road width within the right-of-way.

Based on the above conclusions, the alternative designs described in sections 3.1.2 and 3.1.3 were carried through for Alternative 2 (reduction of Bay Street to three lanes) and are as follows (schematics of the Alternatives are provided in Appendix 5).

Alternative 2: Reduction of Bay Street to Three Lanes with Incorporation of a Bike Lane
Implementation of this alternative would allow for the reduction of Bay Street to three through lanes from the existing four. Alternative 2 allows for the incorporation of a contra-flow bike lane to be installed from Andrew Street to Pim Street. A barrier would separate the bike lane from the eastbound traffic travelling along the corridor. The edge of pavement would match the existing conditions along Bay Street and pedestrian sidewalks would be present along both sides of the corridor. A landscaped boulevard would be constructed on the south side of Bay Street, separating the sidewalk from the proposed bike lane where possible.

Alternative 2A: Reduction of Bay Street to Three Lanes with Incorporation of a Multi-use Path
Similarly to Alternative 2, this alternative takes advantage of the reduced traffic volumes along the corridor and involves the reduction of Bay Street from four through lanes to three. It is proposed that the pedestrian sidewalk would remain adjacent to the north side of the corridor and a multi-use path will be constructed on the south side from Andrew Street to the existing path at East Street. A landscaped boulevard would separate the multi-use path from the traffic corridor.

4.5. Recommended Design

Alternative 2A was chosen as the recommended design because it meets all of the currently anticipated requirements for traffic capacity and satisfactorily addresses all of the design criteria mentioned in the previous section. This alternative not only improves the efficiency of the corridor by making allowances for facilities for pedestrians and non-motorized users but the reduced corridor width allows for cost savings with respect to ongoing operation and maintenance.

It is expected that the implementation of Alternative 2A will require that traffic control signals and signage located along the south side of the Bay Street corridor be either moved or extended north an appropriate distance to accommodate the reduced road width. Traffic sensor loops at the intersections of side roads on the south side may possibly need to be moved closer to the traffic corridor to sufficiently detect approaching vehicles.

Existing sidewalk landings on the south side of the corridor will need to be expanded to accommodate the proposed multi-use path that is to run parallel to the Bay Street corridor, connecting to the existing multi-use path at East Street. The south concrete curb will be required to move inwards to be placed adjacent to the modified traffic corridor and the existing curb and sidewalk on the north side of the corridor will remain in place.

Similar to the existing Bay Street corridor, it is likely that southbound turn lanes will remain at the Dennis Street and Elgin Street intersections, but will be modified to correspond with the narrower road section. It is also expected that the south turn lane onto lower Pim Street will remain.

The south concrete curb and gutter would be required to move inward to accommodate drainage along the Bay Street corridor. It is expected that the north side of the corridor will not require any modifications during the implementation of the recommended design.

4.6. Solicit Input on Recommended Design

A second PIC was conducted on April 23, 2015 to present the preliminary design options to the Public. The opportunity was provided and the Public was encouraged to discuss and provide comments on the presented information.

Six residents were in attendance at the second PIC. Very little input was received regarding the alternatives presented; however, a general preference for Alternative 2A was noted.

Copies of the presentation boards, attendance records and comments received at the PIC are attached in Appendix 5.

4.7. Preferred Design, Schedule and Cost

Following the second PIC, the preferred design was confirmed as the construction of a three lane road with a multi-use path. The preferred design is shown in Appendix 6.

It is intended to begin construction in 2016, however, a phased approach to the completion of project may be taken based on funding availability.

Cost estimates have been developed for the proposed work and are included in Appendix 7.

5. Phase Four – Environmental Study Report

In accordance with the completion of this study as a Schedule C Project under the Municipal Class Environmental Assessment process, a Notice of Completion of this Environmental Study Report is to be issued and published by the City of Sault Ste. Marie.

The ESR is to be made available for review by interested parties for a period of 30 days following the Notice of Completion. During this review period, concerns from the public are to be resolved by the City if possible. Failing resolution of issues, the concerned parties can request, during the review period, that the Minister of the Environment and Climate Change issue an order to comply with Part II of the EA Act.

It is preferable to resolve issues with the City rather than requesting a Part II order, therefore negotiations or mediation with the City is encouraged.

A request for a Part II order must be made in writing within 30 days of the Notice of Completion to the Minister of the Environment and Climate Change, with a copy to the City of Sault Ste. Marie at the addresses below:

The Honourable Glen Murray
Minister of the Environment
and Climate Change
77 Wellesley Street West
11th Floor, Ferguson Block
Toronto ON M7A 2T5

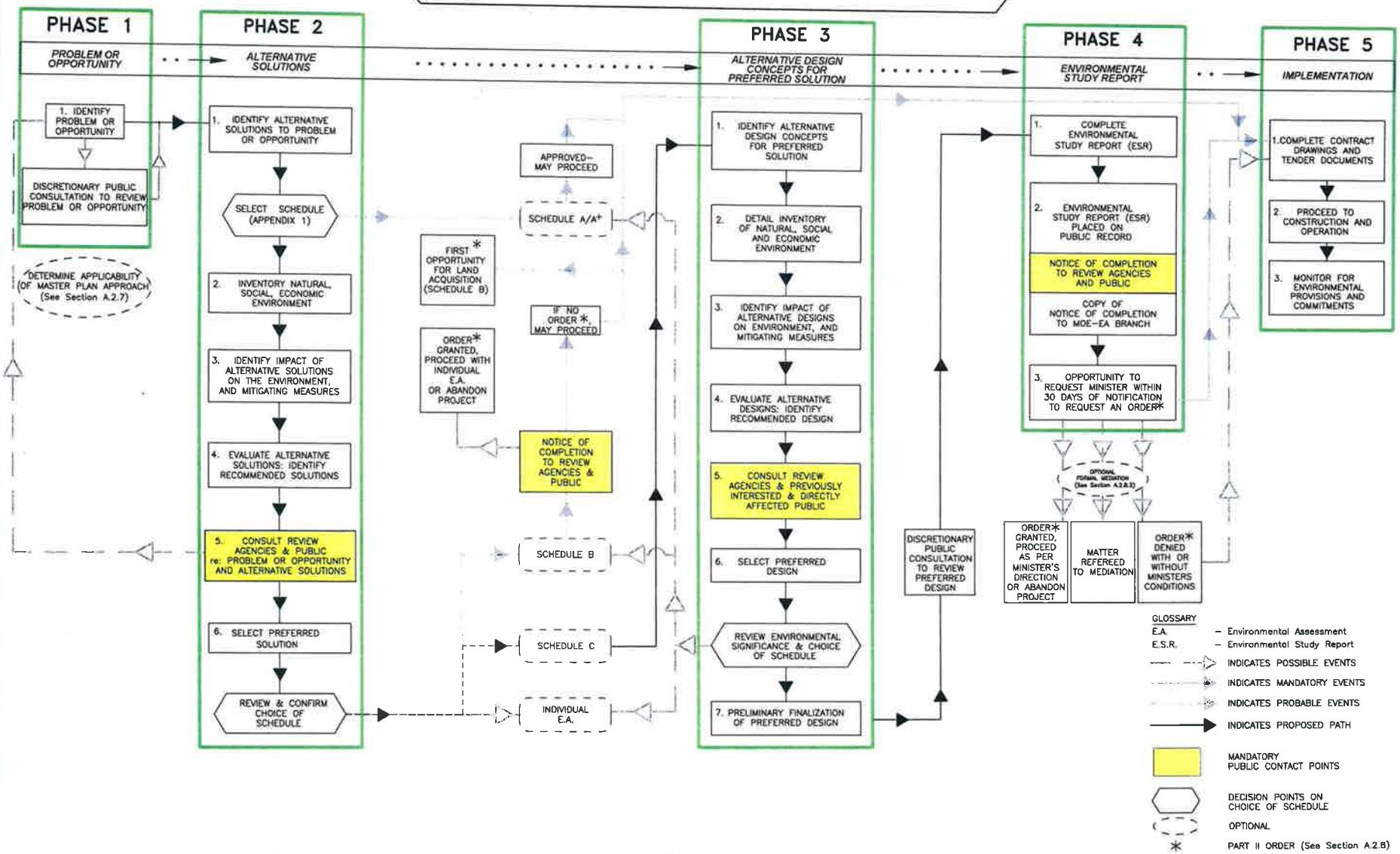
Director, Environmental
Approvals Branch
Ministry of the Environment and
Climate Change
1st Floor, 135 St. Clair Ave West
Toronto, ON M4V 1P5

Director of Engineering Services
City of Sault Ste. Marie
5th Floor, Civic Centre
99 Foster Drive
Sault Ste. Marie, ON P6A 5N1

APPENDIX 1
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS

PLANNING & DESIGN PROCESS FOR MUNICIPAL ROAD PROJECTS

NOTE:
THIS FLOWCHART IS TO BE READ IN CONJUNCTION WITH THE "EXPLANATION OF PLANNING & DESIGN PROCESS" IN THE MEA CLASS EA DOCUMENT.



REPRODUCED FROM MUNICIPAL ENGINEER'S ASSOCIATION, MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

KRESIN Engineering Corporation

DESIGN	
DRAWN	
CHECKED	
PROJECT	1371.04
FILENAME	class ea flowchart
SCALE	NTS

Municipal Engineers Association
Municipal Class Environmental Assessment

Planning and Design Process

A.1

Rev 0

APPENDIX 2
ENVIRONMENTAL STUDY REPORT CONSULTATION LIST

BAY STREET CORRIDOR IMPROVEMENTS ENVIRONMENTAL STUDY REPORT
KEC Project Ref. No. 1371
Consultation List

November 25, 2015

Ministry/Agency	Contact Information	Phone/Fax/Email
Algoma District School Board	Ms. Lucia Reece Director of Education 644 Albert Street East Sault Ste. Marie, ON P6A 2K7	T: 705-945-7234 F: 705-942-2540 reecel@adsb.on.ca
Brookfield Renewable Power Inc. Sault Hydro Operations	Jim Deluzio General Manager 243 Industrial Park Crescent Sault Ste. Marie, ON P6B 5P3	T: 705-256-7575 F: 705-256-4558 jim.deluzio@brookfieldpower.com
City of Sault Ste. Marie	Mr. Christian Provenzano Mayor Box 580, 99 Foster Drive Sault Ste. Marie, ON P6B 5P3	T: 705-759-5344 F: 705-541-7171 mayor.provenzano@cityssm.on.ca
City of Sault Ste. Marie	Mr. Lou Turco Ward Councillor Box 580, 99 Foster Drive Sault Ste. Marie, ON P6B 5P3	T: 705-759-5388 F: 705-759-2310 l.turco@cityssm.on.ca
City of Sault Ste. Marie	Mr. Rick Niro Ward Councillor Box 580, 99 Foster Drive Sault Ste. Marie, ON P6B 5P3	T: 705-759-5388 F: 705-759-2310 r.niro@cityssm.on.ca
City of Sault Ste. Marie	Ms. Susan Myers Ward Councillor Box 580, 99 Foster Drive Sault Ste. Marie, ON P6B 5P3	T: 705-759-5388 F: 705-759-2310 s.myers@cityssm.on.ca
City of Sault Ste. Marie	Mr. Terry Sheehan Ward Councillor Box 580, 99 Foster Drive Sault Ste. Marie, ON P6B 5P3	T: 705-759-5388 F: 705-759-2310 t.sheehan@cityssm.on.ca
City of Sault Ste. Marie, Planning Department	Mr. Don McConnell Planning Director P.O. Box 580, 99 Foster Drive Sault Ste. Marie, ON P6A 5N1	T: 705-759-5375 F: 705-541-7165 d.mcconnell@cityssm.on.ca
City of Sault Ste. Marie, Public Works and Transportation	Mr. Larry Girardi Commissioner 128 Sackville Road Sault Ste. Marie, ON P6B 4T6	T: 705-759-5206 F: 705-541-7010 l.girardi@cityssm.on.ca
Department of Fisheries and Oceans	Ms. Sara Eddy Fish Habitat Biologist Fish Habitat Management, Ontario-Great Lakes Area 867 Lakeshore Road Burlington, ON L7R 4A6	T: 905-336-4535 F: 905-336-6285 Sara.Eddy@dfo-mpo.gc.ca
Algoma Power Inc.	Mr. Dan Richards Supervisor District Engineer A-2 Sackville Road Sault Ste. Marie, ON P6B 6J6	T: 705-256-3850 F: 705-253-6476 dan.richards@algomapower.com
Great Lakes Power Transmission	Mr. Bernie Mobach Consultant B-2 Sackville Road Sault Ste, Marie, ON P6B 6J6	T: 705-254-7444 ext. 553 F: 705-941-5600 bmobach@glp.ca

Ministry/Agency	Contact Information	Phone/Fax/Email
Huron Superior District Catholic School Board	Mr. John Stadnyk Director of Education 90 Ontario Avenue Sault Ste. Marie, ON P6B 6G7	T: 705-945-5400 F: 705-945-5575 john.stadnyk@hscdsb.on.ca
Aboriginal Affairs and Northern Development Canada	Ms. Cheyenne Loon Senior Environmental Advisor - Environment 25 St. Clair Avenue East, 8th Floor Toronto, ON M4T 1M2	T: 416-952-9601 F: 416-954-4328
Ministry of Aboriginal Affairs, Ministry Partnership Unit	Ms. Ashley Johnson Senior Advisor (Acting), Consultation Unit Aboriginal Relations and Ministry Partnerships Division 160 Bloor St. E., 9th Floor Toronto, ON M7A 2E6 Mr. Corwin Troje Manager (Acting), Ministry Partnerships Unit Aboriginal and Ministry Relations Branch 160 Bloor St. E., 9th Floor Toronto, ON M7A 2E6	T: 416-326-6313 F: 416-325-1066 ashley.johnson@ontario.ca T: 416-325-4044 T: 416-325-7032 F: 416-326-4740 corwin.troje@ontario.ca
Ministry of Citizenship, Immigration and International Trade	Ms. Patricia Ricard Regional Advisor 70 Foster Drive, Suite 220 Sault Ste. Marie, ON P6A 6V8	T: 705-945-5793 F: 705-641-2175 Patricia.Ricard@ontario.ca
Ministry of Tourism, Culture and Sport	Mr. Patrick Morash Regional Manager (Acting) Regional Services Branch - North Region 435 James Street South, Suite 334 P7E 6S7 Ms. Penny Young Heritage Planner, Culture Services Unit Programs and Services Branch 401 Bay Street, Suite 1700 Toronto, ON M7A 0A7 Mr. Joseph Muller Heritage Planner, Culture Services Unit Programs and Services Branch 401 Bay Street, Suite 1700 Toronto, ON M7A 0A7	T: 807-475-1635 F: 807-475-1297 patrick.morash@ontario.ca T: 416-212-7420 F: 416-212-1802 penny.young@ontario.ca T:416-314-7145 F: 416-212-1802 joseph.muller@ontario.ca
Ministry of Municipal Affairs and Housing, Northeastern Municipal Services Office	Ms. Bridget Schulte-Hostedde Manager (Acting), Community Planning and Development 159 Cedar Street, Suite 401 Sudbury, ON P3E 6A5	T: 705-564-6817 F: 705-564-6863 bridget.schulte-hostedde@ontario.ca
Ministry of Natural Resources and Forestry	Ms. Erin Nixon Resources Operations Supervisor (Acting) 64 Church Street Sault Ste. Marie, ON P6A 3H3	T: 705-941-5109 F: 705-949-6450 erin.nixon@ontario.ca
Ministry of Northern Development and Mines	Ms. Priya Tandon Director - Corporate Policy Secretariat 5th Floor, Room 5630, 99 Wellesley Street West Toronto, ON M7A 1W3	T: 416-327-0302 F: 647-723-2126 priya.tandon@ontario.ca
Ministry of Economic Development, Employment and Infrastructure	Mr. Matthew Routley Manager (Acting) - Infrastructure Analytics Mowat Block, 5th Floor, 900 Bay Street Toronto, ON M7A 1C2	T: 416-325-3349 F: matthew.routley@ontario
Ministry of the Attorney General	Ms. Rina Li Counsel, Crown Law Office - Civil McMurtry - Scott Building 8th Floor, 720 Bay Street Toronto, ON M7A 2S9	T: 416-326-4112 F: 416-326-4181 rina.li@ontario.ca
Ministry of the Environment and Climate Change	Mr. Ron Dorscht Supervisor - Sault Ste. Marie Area Office 70 Foster Drive, Suite 110 Sault Ste. Marie, ON P6A 6V4	T: 705-942-6393 F: 705-942-6327 ron.dorscht@ontario.ca

Ministry/Agency	Contact Information	Phone/Fax/Email
	Ms. Nathalie Osipenko Divisional Programs Specialist (Acting) Northern Region 435 James Street South, Suite 331 Thunder Bay, ON P7E 6S7	T: 807-475-1703 F: 807 - 475-1754 nathalie.osipenko@ontario.ca
Ministry of Transportation	Mr. Darren Stephenson Area Contracts Engineer - Sault Ste. Marie Area Office Ontario Government Building 447 McKeown Avenue, 1st Floor Mailroom North Bay, ON P1B 9S9	T: 705-497-5473 F: 705-945-6830 darren.stephenson@ontario.ca
Blueforest Ventures Inc.	Mr. Willem Galle Executive Director 620 Davenport Road, Unit 9 Waterloo, ON N2V 2C2	T: 519-688-3131 F: NA willemgalle@blueforestventures.com
Canadian Bushplane Heritage Centre	Mr. Mike Delfre Manager 50 Pim Street Sault Ste. Marie, ON P6A 3G4	T: 705-945-6242 ext. 201 F: 705-942-8947 mdelfre@bushplane.com
Downtown Association	Mr. Duane Moleni Manager 496 Queen Street East Sault Ste. Marie, ON P6A 1Z8	T: 705-942-2919 F: 705-942-6368 d.moleni@saultdowntown.com
Ermatinger Clergue National Historic Site	Mr. Nick Aspostle Commissioner Community Services Level 2, Civic Centre 99 Foster Drive, P.O. Box 580 Sault Ste Marie, ON P6A 5N1 Ms. Kathryn Fisher Curator, Recreation and Culture Division Level 2, Civic Centre 99 Foster Drive, P.O. Box 580 Sault Ste Marie, ON P6A 5N1	T: 705-759-5310 F: 705-759-6605 n.apostle@cityssm.on.ca T: 705-759-5443 F: 705-541-7023 k.fisher@cityssm.on.ca
HDR Corporation	Ms. Elizabeth Szymanski, C.E.T. Consultant 255 Adelaide Street West Toronto, ON M5H 1X9	T: 1-647-777-4957 F: 905-771-2405 elizabeth.szymanski@hdrinc.com
International Bridge Administration	Mr. Phillip Becker, P.E. International Bridge Engineer/Manager 934 Bridge Plaza Sault Ste. Marie, MI 49783 Mr. Karl Hansen Bridge Engineer International Bridge Administration 934 Bridge Plaza Sault Ste. Marie, MI 49783	T: 906-635-5255 ext. 112 F: 906-635-0540 beckerp@michigan.gov T: 906-635-5255 ext. 135 (US) T: 705-942-4345 ext. 135 (Canada) F:906-635-0540 HansenK@michigan.gov
OLG Casino Sault Ste. Marie	Mr. Jake Pastore Manager of Government and Municipal Relations 4120 Young Street, Suite 400 Toronto, ON M2P 2B8 Mr. Gary Mancuso Facilities Manager 30 Bay Street West Sault Ste. Marie, ON P6A 7A6 Ms. Valerie Braun Director Governance and Relationship Management for Charitable Gaming 30 Bay Street West Sault Ste. Marie, ON P6A 7A6	T: 416-224-7047 F: 416-224-7002 jpastore@olg.ca T: 705-541-5820 F: 705-759-8406 GMancuso@olg.ca T: 705-759-0100 F: 705-759-8406 Vbraun@olg.ca
Parks and Recreation Advisory Committee	Ms. Virginia McLeod Manager Recreation and Culture Division Level 2, Civic Centre 99 Foster Drive, P.O. Box 580 Sault Ste. Marie, ON P6A 5N1	T: 705-759-5311 F: 705-759-6605 v.mcleod@cityssm.on.ca
Parks Canada	Ms. Jeanette Cowen National Historic Site and Visitor Experience Manager, Sault Ste. Marie National Historic Site of Canada 1 Canal Drive Sault Ste. Marie, ON P6A 6W4	T: 705-941-6212 F: 705-941-6206 jeanette.cowen@pc.gc.ca

Ministry/Agency	Contact Information	Phone/Fax/Email
PUC Services Inc.	Mr. Dominic Parrella President and CEO/Secretary 500 Second Line, P.O. Box 9000 Sault Ste. Marie, ON P6A 6P2	T: 705-759-6552 F: 705-949-0083 Dominic.Parrella@ssmpuc.com
	Mr. Rob Harten Manager of Engineering 500 Second Line, P.O. Box 9000 Sault Ste. Marie, ON P6A 6P2	T: 705-759-4908 F: 705-949-0083 rob.harten@ssmpuc.com
	Mr. Darren Seabrook Electrical Distribution Engineer 500 Second Line, P.O. Box 9000 Sault Ste. Marie, ON P6A 6P2	T: NA F: 705-949-0083 darren.seabrook@ssmpuc.com
	Mr. Andrew Hallett Water Distribution Engineer 500 Second Line, P.O. Box 9000 Sault Ste. Marie, ON P6A 6P2	T: 705-541-2382 F: 705-949-0083 andrew.hallett@ssmpuc.com
Purvis Marine Ltd.	Ms. Sheila Purvis 1 Pim Street Sault Ste. Marie, ON P6A 3G3	T: 705-253-8325 F: 705-253-5232 sheila.purvis@purvismarine.com
Rivers Edge Developments Inc.	Mr. Justus Veldman 75 Huron Street Sault Ste. Marie, ON P6A 5P4	T: 519-872-4880 F: 705-251-4916 justusveldman@yahoo.ca
Sault Cycling Club	Mr. Jamie Capisciolto President c/o 235 McNabb Street Sault Ste. Marie, ON P6B 1Y3	T: NA F: 705-949-3344 james.capisciolto@rbc.com
Sault Ste. Marie Fire Services	Mr. Mike Figliola Fire Chief 72 Tancred Street Sault Ste. Marie, ON P6A 2W1	T: 705-759-5273 F: 705-949-2341 m.figliola@cityssm.on.ca
Sault Ste. Marie Public Library	Ms. Roxanne Toth-Rissanen CEO/Director of Public Libraries (Acting) Centennial Library 50 East Street P6A 3C3	T: 705-759-5242 F: 705-759-8752 r.rissanen@cityssm.on.ca
Sault Ste. Marie Police Services	Mr. Robert Keetch Chief of Police 580 Second Line East Sault Ste. Marie, ON P6B 4K1	T: 705-949-6300 ext. 324 F: 705-949-3082 info@ssmps.org
Sault Ste. Marie Region Conservation Authority	Ms. Rhonda Bateman General Manager 1100 Fifth Line East Sault Ste. Marie, ON P6A 6J8	T: 705-946-8530 ext. 205 F: 705-946-8533 rbateman@ssmrca.ca
Sault Ste. Marie Association of Ratepayers	David Poluck Volunteer Organizer, Communications 302 Boundary Road Sault Ste. Marie, ON P6A 5C1	T: 705-254-5245 F: NA saultratepayers@hotmail.com
Sault Trailblazers Snowmobile Club	Mr. John Breckenridge President 98 Old Garden River Road Sault Ste. Marie, ON P6B 5A4	T: 705-759-0023 F: 705-759-9971 saulttrailblazers@gmail.com
Sault Trails Advocacy Committee	Ms. Donna Hilsinger Chair Sault Ste. Marie Economic Development Corporation 99 Foster Drive - Level 3 Sault Ste. Marie, ON P6A 5X6	T: 705-759-5432 F: 705-759-2185 dhilsinger@watertowerinn.com
Transport Canada - Ontario Region	Ms. Monique Mousseau Regional Manager, Environment and Engineering 4900 Yonge Street North York, ON M2N 6A5	T: 416-952-0485 F: 416-952-0514 monique.mousseau@tc.gc.ca
Batchewana First Nation	Chief Dean Sayers 236 Frontenac Street Sault Ste. Marie, ON P6A 5K9	T: 705-759-0914 F: 705-759-9171 chiefdeansayers@batchewana.ca

Ministry/Agency	Contact Information	Phone/Fax/Email
Garden River First Nation	Chief Paul Syrette 7 Shingwauk Street, RR 4 Garden River, ON P6A 6Z8	T: 705-949-6300 F: 705-945-1415 psyrette@gardenriver.org
Historic Sault Ste. Marie District Métis Community Council	Ms. Kim Powley, President President 26 Queen Street East Sault Ste. Marie, ON P6A 1Y3	T: 705-254-1768 F: 705-254-3515 kimmysue@shaw.ca
Métis Nation of Ontario	Mr. Alden Barty Consultation Assessment Coordinator 355 Cranston Crescent Midland, ON L4R 4K6	T: 705-526-6335 ext. 226 F: 705-526-7537 Aldenb@metisnation.org
Public Contact	Mr. Steven Shoemaker Mr. Andre Riopel Mr. Mark Brown Mr. Robert Rattle Ms. Kathryn Yukich Mr. Paul McDonald Mr. Gary Mancuso Mr. Nilo Fabro Mr. Deane Greenwood Mr. Brent Krmpotich Mr. Mike Delfre	

APPENDIX 3
DECEMBER 9, 2014 PUBLIC INFORMATION CENTRE

NOTICE OF PUBLIC INFORMATION CENTRE
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
BAY STREET CORRIDOR IMPROVEMENTS

The City of Sault Ste. Marie has identified an opportunity to implement improvements to Bay Street between Pim Street and Andrew Street.

A Municipal Class Environmental Assessment has been initiated to investigate alternatives to improve the Bay Street Corridor between Pim Street and Andrew Street. It has been identified that the nature of traffic on Bay Street has changed in recent years and an opportunity to improve the efficiency of the roadway exists.

The Study is being conducted as a Schedule C project in accordance with the requirements of the Municipal Class Environmental Assessment (Class EA) for the purpose of reviewing the recommendation and providing guidance for the implementation of improvements. The Study will include public and external agency consultation as well as review the need and justification for possible improvements to the existing corridor including road width and lane configuration, intersection improvements, pedestrian facilities, upgrading of existing/installation of new utilities. The Study will also evaluate the impacts on the natural and social environment resulting from any of the mentioned potential improvements. Preceding any decisions made to conduct modifications to Bay Street, interested parties will have the opportunity to provide input and comments.

A Notice of Study Commencement introducing the proposed project and inviting initial public input was published in February of 2014.

Public Information Centre

To present the preferred solution, further facilitate input and ensure that anyone interested in this Study has the opportunity to get involved, the City is holding a second Public Information Centre as follows:

Thursday, November 20, 2014 – 3 to 7 p.m.
Thompson Room, Level 3, Civic Centre, 99 Foster Drive

All members of the public are welcome to attend. City staff and Consultants will be available to discuss the project.

Please contact one of the following project team members if you would like to be included on the project mailing list, have any questions or wish to obtain more information on the project:

City of Sault Ste. Marie
Don Elliott, P. Eng., Director of Engineering Services
Civic Centre – 99 Foster Drive, Sault Ste. Marie, ON
Phone: 705-759-5329 Email: d.elliot@cityssm.on.ca

Kresin Engineering Corporation
Michael Kresin, P. Eng., Consulting Engineer
536 Fourth Line East, Sault Ste. Marie, ON
Phone: 705-949-4900 Email: baystreet@kresinengineering.ca

Respondents should note that information collected for this study will be subject to the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments received will become part of the public record and may be included in the study documentation prepared for public review.

This notice published on November 15, 2014

PO Box 580, 99 Foster Drive, Sault Ste. Marie, ON P6A 5N1
Phone: 705-759-2500 • www.cityssm.on.ca

PUBLIC NOTICE

RESCHEDULED PUBLIC INFORMATION CENTRE

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

BAY STREET CORRIDOR IMPROVEMENTS

The City of Sault Ste. Marie has identified an opportunity to implement improvements to Bay Street between Pim Street and Andrew Street.

A Municipal Class Environmental Assessment has been initiated to investigate alternatives to improve the Bay Street Corridor between Pim Street and Andrew Street. It has been identified that the nature of traffic on Bay Street has changed in recent years and an opportunity to improve the efficiency of the roadway exists.

The study is being conducted as a Schedule C project in accordance with the requirements of the Municipal Class Environmental Assessment ("Class EA") for the purpose of reviewing the recommendation and providing guidance for the implementation of improvements. The Study will include public and external agency consultation as well as review the need and justification for possible improvements to the existing corridor including road width and lane configuration, intersection improvements, pedestrian facilities, upgrading of existing/installation of new utilities. The Study will also evaluate the impacts on the natural and social environment resulting from any of the mentioned potential improvements. Preceding any decisions made to conduct modifications to Bay Street, interested parties will have the opportunity to provide input and comments.

A Notice of Study Commencement introducing the proposed project and inviting initial public input was published in February of 2014.

PUBLIC INFORMATION CENTRE

To present the preferred solution, further facilitate input and ensure that anyone interested in this Study has the opportunity to get involved, the City is holding a second Public Information Centre as follows:

TUESDAY, DECEMBER 9, 2014 – 3 TO 7 P.M.
Thompson Room, Level 3, Civic Centre, 99 Foster Drive

All members of the public are welcome to attend. City staff and Consultants will be available to discuss the project.

Please contact one of the following project team members if you would like to be included on the project mailing list, have any questions or wish to obtain more information on the project:

City of Sault Ste. Marie
Don Elliott, P. Eng., Director of Engineering Services
Civic Centre, 99 Foster Drive, Sault Ste. Marie, ON
Tel: 705-759-5329
Email: d.elliott@cityssm.on.ca

Kresin Engineering Corporation
Michael Kresin, P. Eng., Consulting Engineer
536 Fourth Line East, Sault Ste. Marie, ON
Tel: 705- 949-4900
Email: baystreet@kresinengineering.ca

Respondents should note that information collected for this study will be subject to the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments received will become part of the public record and may be included in the study documentation prepared for public review.

This notice published on December 6, 2014.

Appendix 3a
Information Presented

CITY OF SAULT STE. MARIE
BAY STREET IMPROVEMENTS
ANDREW STREET TO PIM STREET

KRESIN Engineering Corporation

WHY IS THIS PROJECT BEING UNDERTAKEN?

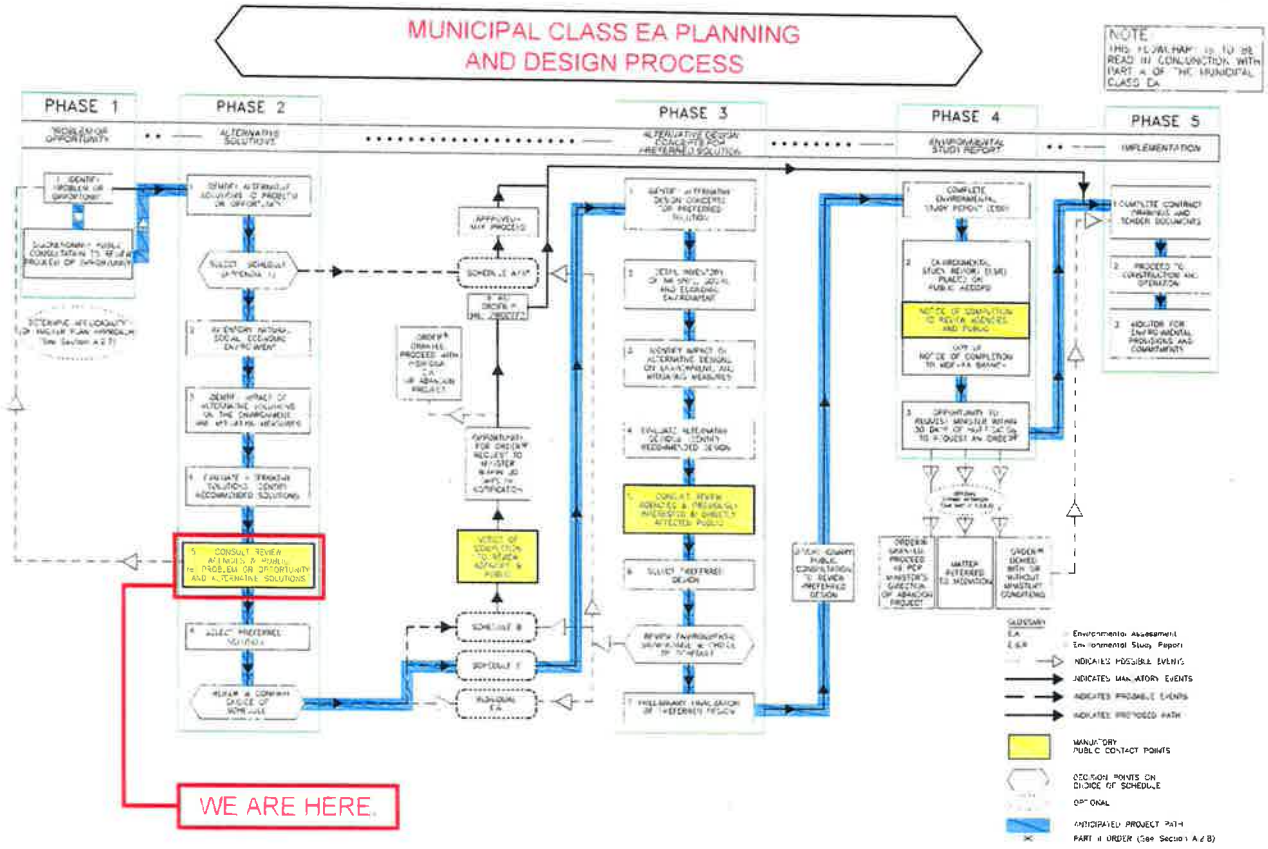
- The purpose of this study is to review a recommendation identified by the City of Sault Ste. Marie and community stakeholders where the reduction in traffic along Bay Street has created an opportunity to improve the roadway.
- This opportunity was also presented in the City's *Economic Feasibility and Downtown Improvement Study - Phase 2: Downtown Community Improvements Strategy*, completed in 2007.
- Upon completion of the project, the City will have determined a recommended solution which can be implemented as required and when funding is available.

OPPORTUNITY STATEMENT

Recent improvements to the City's transportation network have lead to the diversion of provincial traffic away from the City's downtown core and as a result, traffic volumes along the Bay Street corridor have been reduced. City staff and community stakeholders have identified that, due to this change in usage, an opportunity to improve the Bay Street corridor and possibly adjust the capacity of the roadway beween Pim Street and Andrew Street may exist.

CITY OF SAULT STE. MARIE
BAY STREET IMPROVEMENTS
ANDREW STREET TO PIM STREET

KRESIN Engineering Corporation



CITY OF SAULT STE. MARIE
BAY STREET IMPROVEMENTS
ANDREW STREET TO PIM STREET

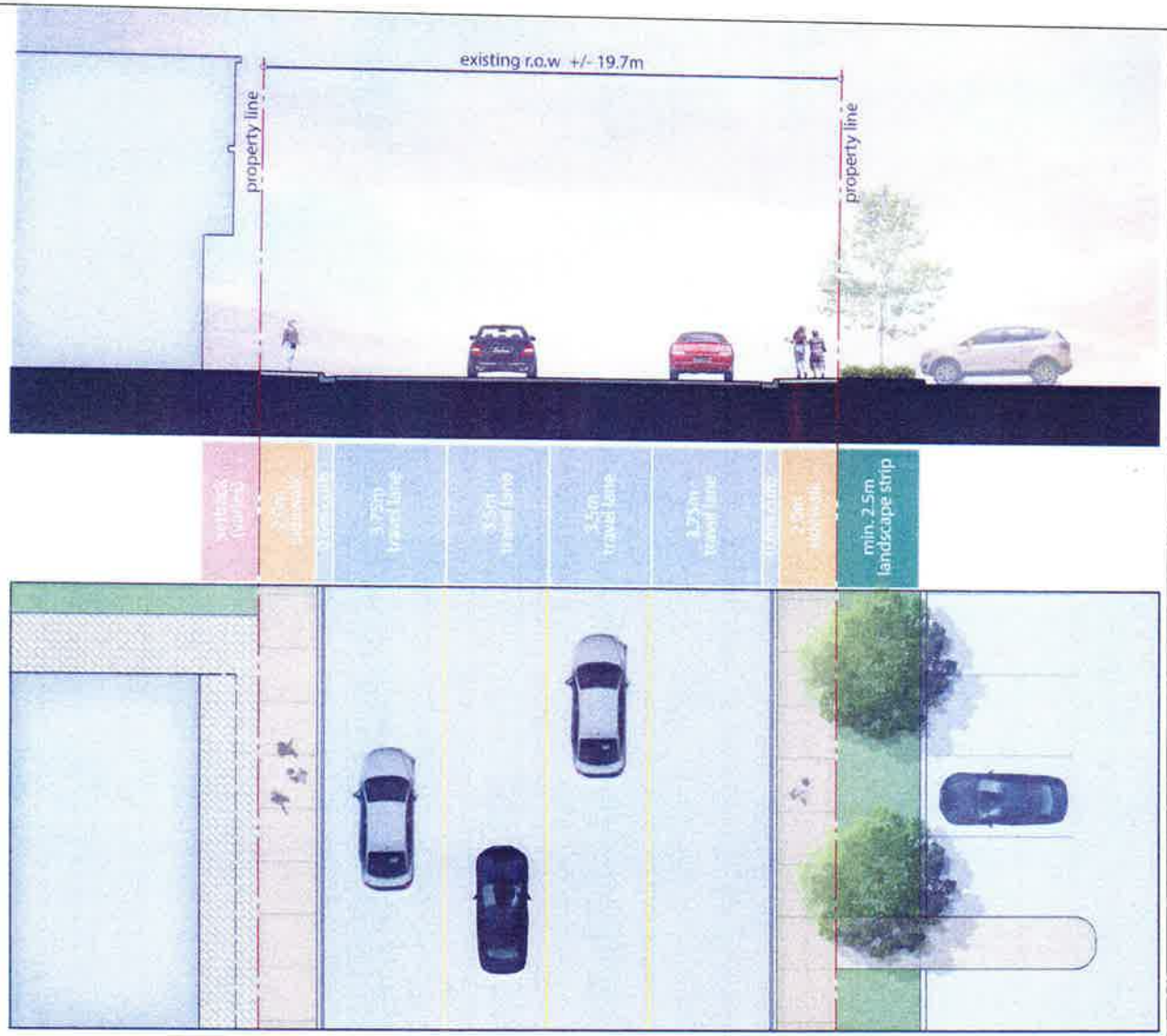
KRESIN Engineering Corporation

EXISTING CONDITIONS

- Signalized intersections located along Bay Street traveling eastbound are listed below:
  1) Dennis Street (Single Left and Right Turn lanes; Three through lanes)
  2) Bruce Street (Single Left Turn Lane; Three through lanes)
  3) Elgin Street (Single Left and Right Turn lanes; Three through lanes)
  4) Spring Street (Single Left and Right Turn lanes; Two through lanes)
  5) Brock Street (Single Left Turn Lane; Three through lanes)
  6) East Street (Single Left Turn Lane; Three through lanes)
- Single Right Turn lane at Bushplane Museum; Three through lanes.

POSSIBLE IMPROVEMENTS TO BE CONSIDERED

- Reduce Bay Street to accommodate Two or Three through lanes of eastbound traffic along with turning lanes at signalized intersections as required.
- Construct multi-use path to allow for pedestrian and bike traffic.
- Provide bike lane.
- Construct landscaped boulevard between curb and sidewalk/multi-use path.
- Implement additional landscaping improvements.



KRESIN Engineering Corporation

The Planning Partnership
urban design landscape architecture planning communications

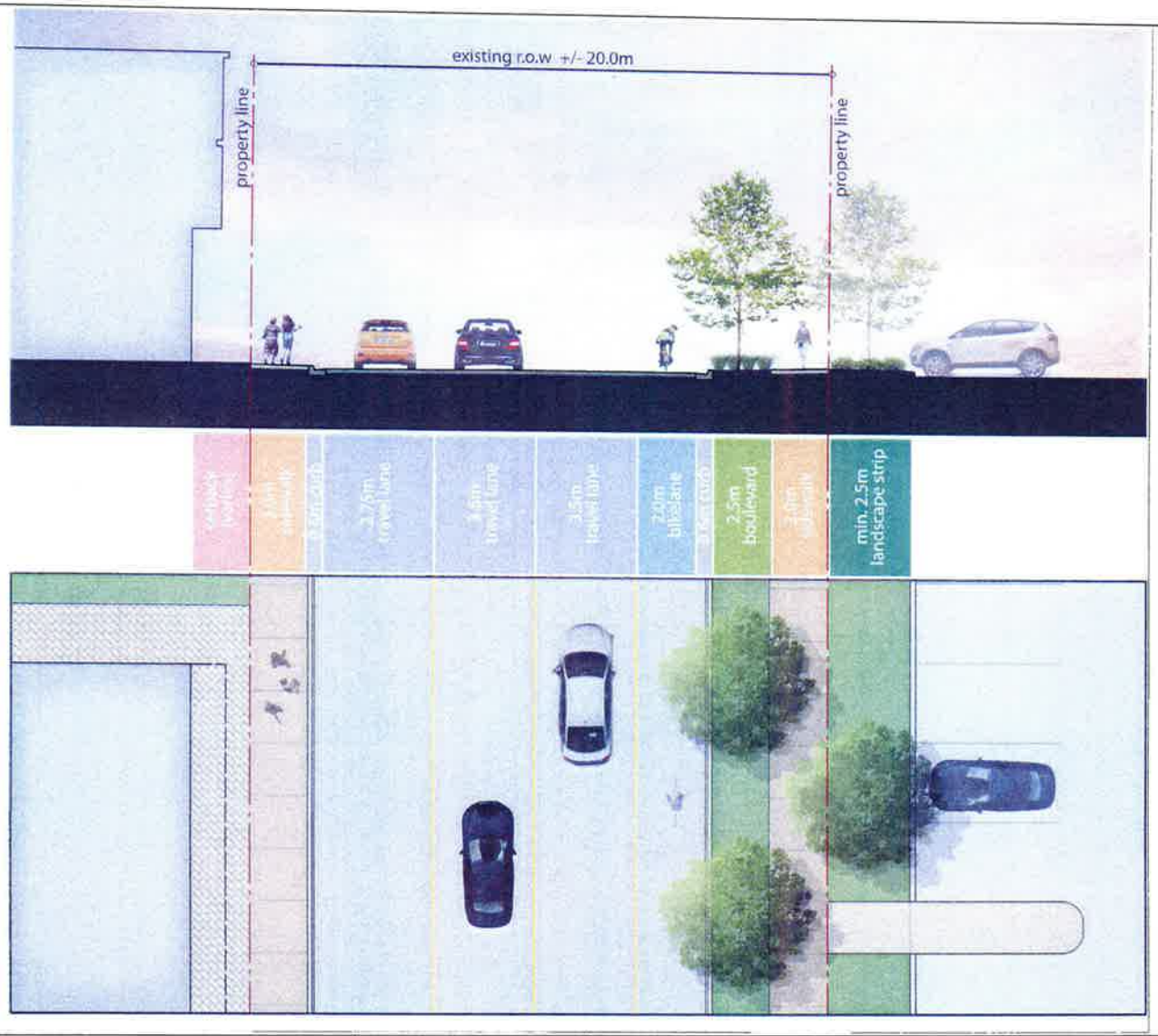
DESIGN	
DRAWN	
CHECKED	
PROJECT	
FILENAME	
SCALE	NTS

BAY STREET CORRIDOR IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1

1

REV 0



KRESIN Engineering Corporation

The Planning Partnership

urban design landscape architecture planning communications

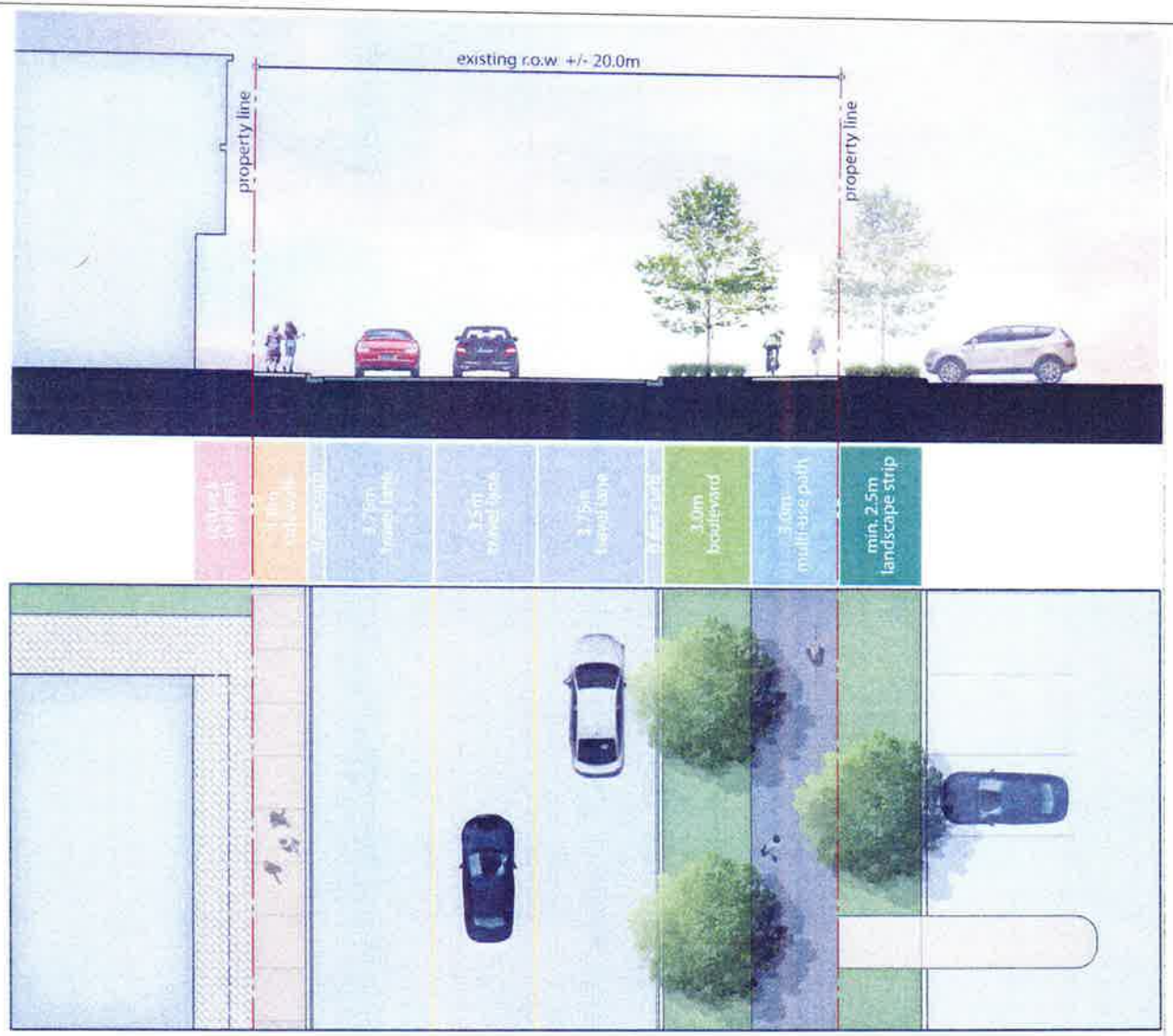
DESIGN	
DRAWN	
CHECKED	
PROJECT	
FILENAME	
SCALE	

BAY STREET CORRIDOR IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 2

2

Rev 0



KRESIN Engineering Corporation

The Planning Partnership
urban design landscape architecture planning communications

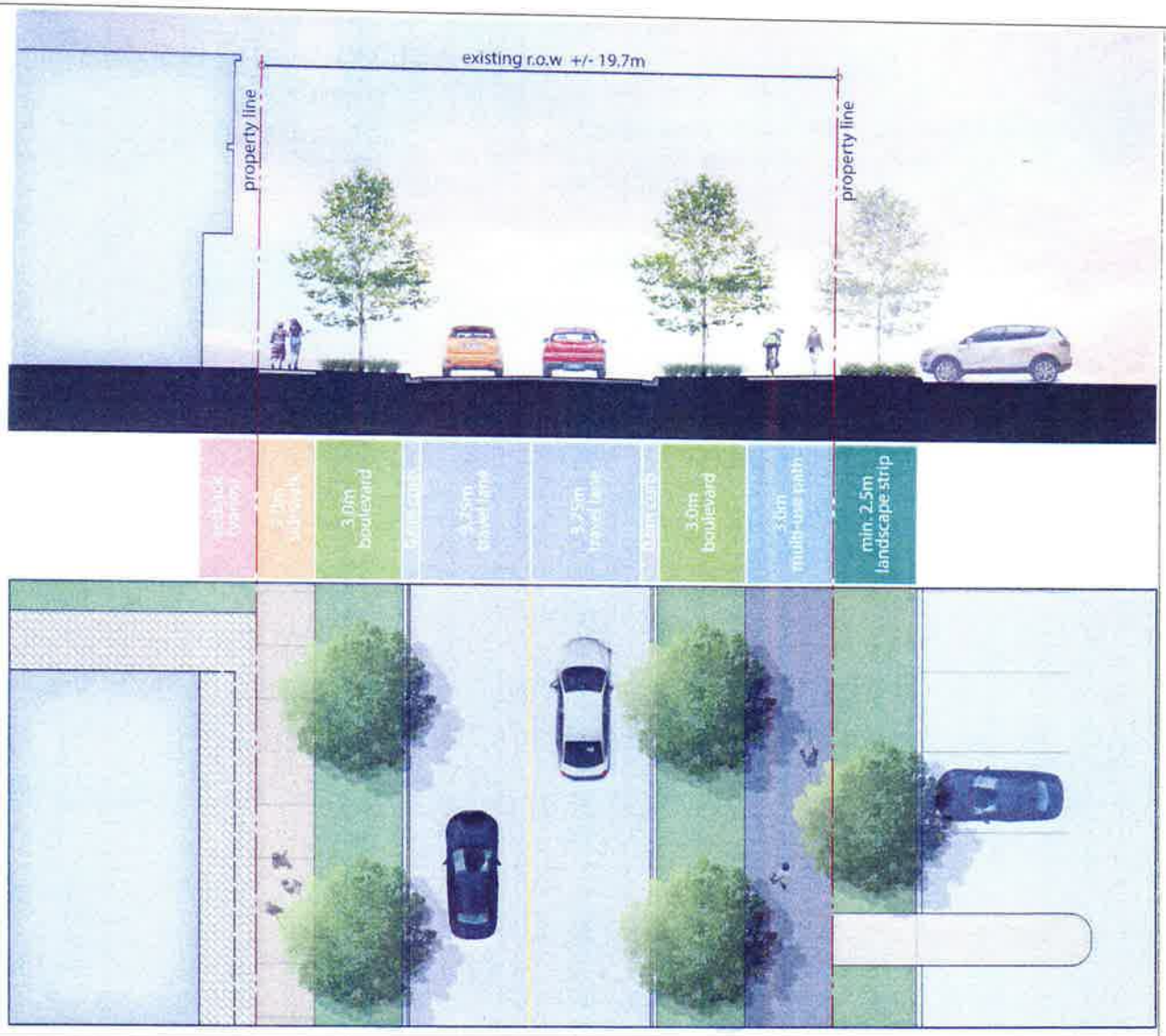
DESIGN	
DRAWN	
CHECKED	
PROJECT	
FILENAME	
SCALE	NTS

BAY STREET CORRIDOR IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 2A

2a

Rev 0



KRESIN Engineering Corporation

The Planning Partnership

urban design landscape architecture planning communications

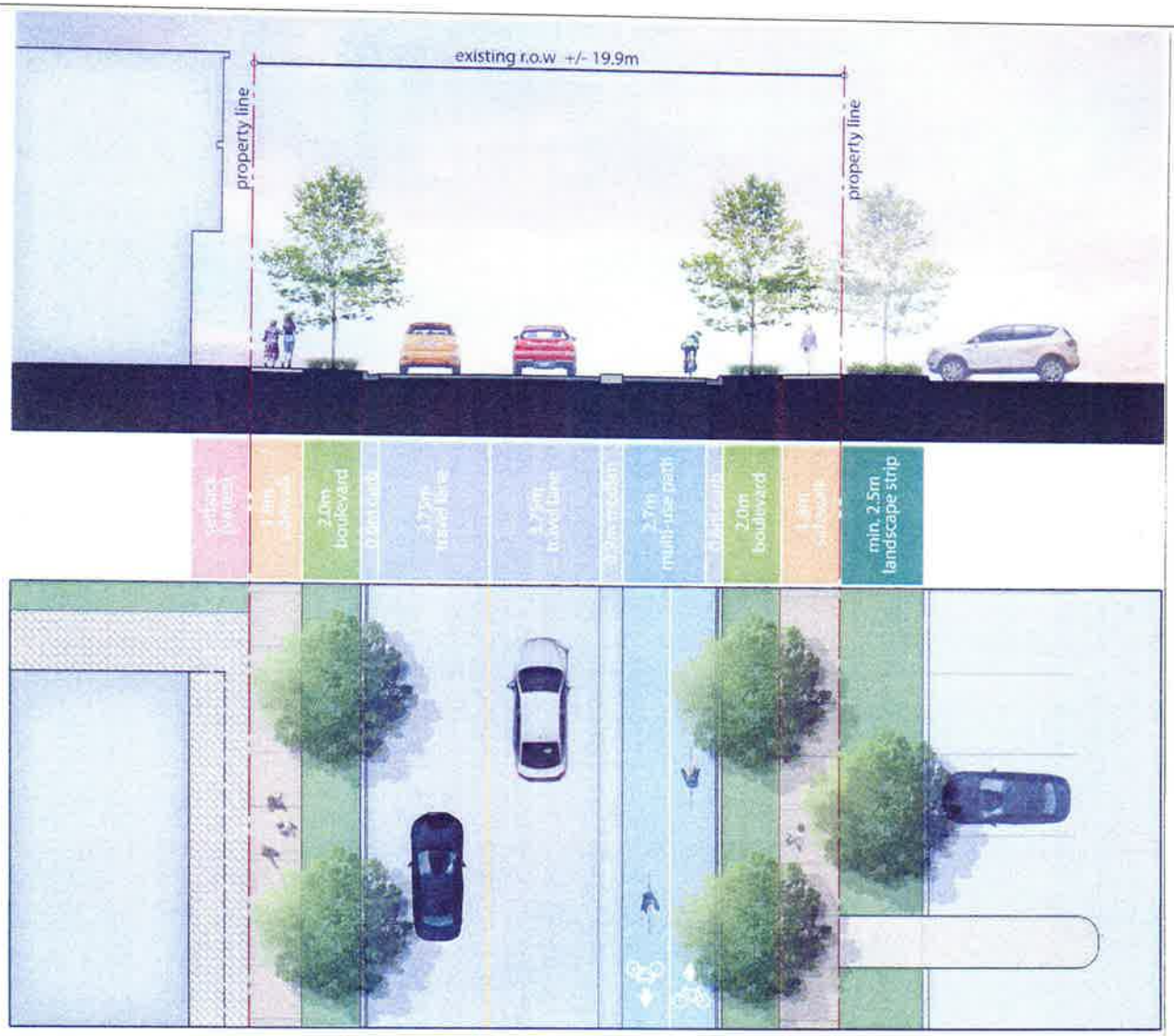
DESIGN	
DRAWN	
CHECKED	
PROJECT	1771-02
FILENAME	
SCALE	N.T.S.

BAY STREET CORRIDOR IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 3

3

Rev 0



KRESIN Engineering Corporation

The Planning Partnership
urban design landscape architecture planning communications

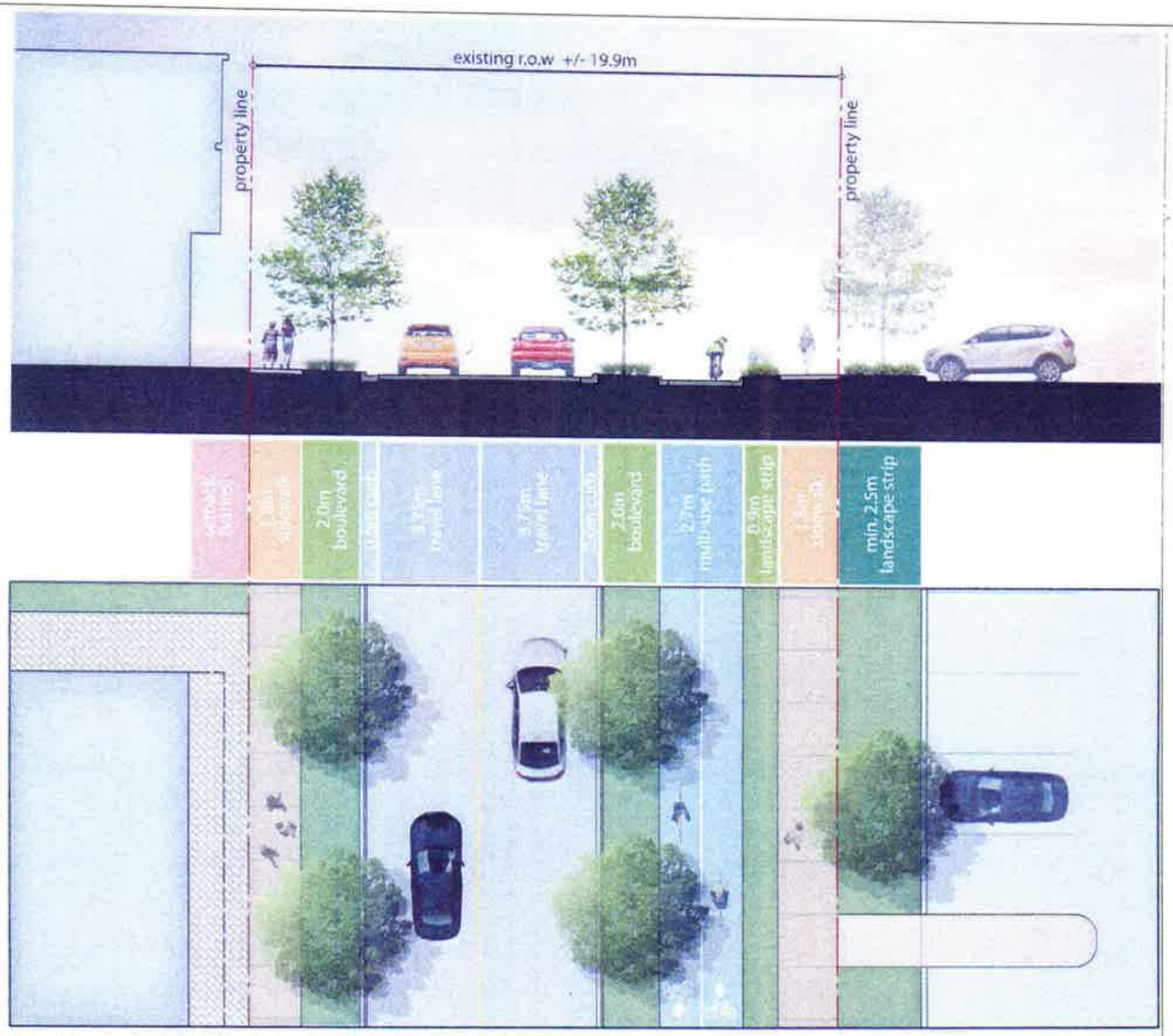
DESIGN	
DRAWN	
CHECKED	
PROJECT	271.02
FILENAME	271.02_ALT3A
SCALE	N/S

BAY STREET CORRIDOR IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 3A

3a

Rev. 0



KRESIN Engineering Corporation

The Planning Partnership

DESIGN	
DRAWN	
CHECKED	
PROJECT	
FILENAME	
SCALE	NTS

BAY STREET CORRIDOR IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 3B

3b

Rev 0

KRESIN

Appendix 3b
Attendance List

City of Sault Ste. Marie
BAY STREET IMPROVEMENTS

KRESIN Engineering Corporation

PUBLIC INFORMATION CENTRE
SIGN-IN SHEET - (PLEASE PRINT CLEARLY)

Name	Address	Phone	Email
Jerry Dolcetti			
Karl Hansen			
Mike Delfre			
Kathyrn Yukich			
Gary Mancuso			
Steve Turco			
Mason Merz			
Mark Brown			
Bill Jakomati			
Andre Riopel			

Appendix 3c
Comments Received

Corporation of the City of Sault Ste. Marie
BAY STREET IMPROVEMENTS

KRESIN
Engineering Corporation

PUBLIC INFORMATION CENTRE
COMMENT SHEET - *(PLEASE PRINT CLEARLY)*

I/We have reviewed the project material and have the following comments:

- ADDRESS PEDESTRIAN ACCESS BETWEEN BUSHPLANE AND OLD STONE HOUSE.

* Comments received via telephone Dec. 10, 2014

M. Kresin

Thank you for your comment(s). Please complete the following if you would like to be contacted for clarification.

Name (print) STEVE TURCO

Address CITY PLANNING DEPT.

Phone No.

Please leave the completed form with the project team or deliver to:

Kresin Engineering Corporation
536 Fourth Line East
Sault Ste. Marie, Ontario P6A 6J8
Fax: 949-9965
Email: baystreet@kresinengineering.ca
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by January 30, 2015.

Corporation of the City of Sault Ste. Marie
BAY STREET IMPROVEMENTS

KRESIN Engineering Corporation

PUBLIC INFORMATION CENTRE
COMMENT SHEET - (PLEASE PRINT CLEARLY)

I/We have reviewed the project material and have the following comments:

3a
no need for Hub Trail as it's near
- cycling path c̄ concrete median 2' gap mid median would allow entrance & access
~~=> cost~~

3b second choice.

Thank you for your comment(s). Please complete the following if you would like to be contacted for clarification.

Name (print) André Riopel

Address

Phone No.

Please leave the completed form with the project team or deliver to:

Kresin Engineering Corporation
536 Fourth Line East
Sault Ste. Marie, Ontario P6A 6J8
Fax: 949-9965
Email: baystreet@kresinengineering.ca
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by January 30, 2015.

Corporation of the City of Sault Ste. Marie
BAY STREET IMPROVEMENTS

KRESIN
Engineering Corporation

PUBLIC INFORMATION CENTRE
COMMENT SHEET - *(PLEASE PRINT CLEARLY)*

I/We have reviewed the project material and have the following comments:

as we are a winter city. I believe 3 lanes would better accomodate winter traffic with snow banks as big as they are

I would like to see a larger island between ECNHS + the Bushplane to facilitate safer foot traffic

Thank you for your comment(s). Please complete the following if you would like to be contacted for clarification.

Name (print) Kathryn Yakich

Address

Phone No.

Please leave the completed form with the project team or deliver to:

Kresin Engineering Corporation
536 Fourth Line East
Sault Ste. Marie, Ontario P6A 6J8
Fax: 949-9965
Email: baystreet@kresinengineering.ca
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by January 30, 2015.

Corporation of the City of Sault Ste. Marie
BAY STREET IMPROVEMENTS

KRESIN
Engineering Corporation

PUBLIC INFORMATION CENTRE
COMMENT SHEET - *(PLEASE PRINT CLEARLY)*

I/We have reviewed the project material and have the following comments:

MAINTAIN 3 LANES ON BAY.

Thank you for your comment(s). Please complete the following if you would like to be contacted for clarification.

Name (print) M. DELFRE

Address C BSTC

Phone No. 945-6242

Please leave the completed form with the project team or deliver to:

Kresin Engineering Corporation
536 Fourth Line East
Sault Ste. Marie, Ontario P6A 6J8
Fax: 949-9965
Email: baystreet@kresinengineering.ca
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by January 30, 2015.

APPENDIX 4
EVALUATION MATRIX AND RATIONALE

EVALUATION MATRIX AND RATIONALE		
ALTERNATIVE 1: MAINTAIN EXISTING CONDITIONS ("DO NOTHING")		
Criteria	**Rating**	**Comments**
1) TECHNICAL CRITERIA		
1a) Vehicular traffic flow.	2	With the implementation of Alternative 1, there would be no effect on vehicular traffic flow along the Bay Street corridor.
1b) Pedestrian and cycling traffic flow.	3	Existing pedestrian and cycling traffic flow paths are not changed. There are no enhancements to pedestrian and cycling facilities.
1c) Implementation.	1	The implementation of the "Do Nothing" alternative is relatively simple when compared on a technical basis to the other options.
Sub-Total:	**6**	
2) ENVIRONMENTAL CRITERIA		
Impacts on the natural environment.	2	Impacts to the natural environment attributable to selecting this alternative would be negligible.
3) SOCIAL CRITERIA		
Impacts on land users, residents and owners.	2	This alternative, if implemented, will not alter impacts to landowners or users of the roadway.
4) ECONOMIC CRITERIA		
Cost of implementation.	3	For the purposes of comparison, the costs associated with the "Do Nothing" alternative is considered the baseline cost. Costs of implementation include capital construction costs as well as ongoing operation and maintenance costs.
TOTAL SCORE:	**13**	

ALTERNATIVE 2: REDUCE BAY STREET TO THREE LANES		
Criteria	**Rating**	**Comments**
1) TECHNICAL CRITERIA		
1a) Vehicular traffic flow.	1	Three lanes can adequately accommodate the traffic volumes observed, and provide suitable access to adjacent properties.
1b) Pedestrian and cycling traffic flow.	1	This alternative provides the opportunity to improve pedestrian and recreational cycling facilities with the construction of a multi-use path/sidewalk adjacent to Bay Street.
1c) Implementation.	2	Includes the reduction of Bay Street from four to three lanes between Andrew and Pim Street as well as the addition of an off-road multi-use path and modifications/upgrades to intersections along the corridor.
Sub-Total:	**4**	
2) ENVIRONMENTAL CRITERIA		
Impacts on the natural environment.	1	As the implementation of this alternative consists of the redevelopment of an existing road corridor, impacts to the natural environment are expected to be minimal, but positive.
3) SOCIAL CRITERIA		
Impacts on land users, residents and owners.	1	The addition of a multi-use path as well as wider south boulevard are expected improve aesthetics and provide a positive impact.
4) ECONOMIC CRITERIA		
Cost of implementation.	1	The cost of implementation would include the reduction of Bay Street from four to three lanes as well as the addition of a multi-use path. Minor modifications/upgrades to the intersections would be required. Decreased costs are be expected for maintenance and operation of a reduced Bay Street due to savings related to line painting, snow removal and resurfacing.
TOTAL SCORE:	**7**	

ALTERNATIVE 3: REDUCE BAY STREET TO TWO LANES		
Criteria	**Rating**	**Comments**
1) TECHNICAL CRITERIA		
1a) Vehicular traffic flow.	3	Although two lanes can theoretically accommodate the traffic volumes observed, it is anticipated that vehicle movements while accessing adjacent properties may negatively impact capacity.
1b) Pedestrian and cycling traffic flow.	1	This alternative provides the opportunity to improve pedestrian and recreational cycling facilities with the construction of a multi-use path/sidewalk adjacent to Bay Street.
1c) Implementation.	3	Includes the reduction of Bay Street from four to two lanes between Andrew and Pim Street as well as the addition of an off-road multi-use path. Modifications/upgrades to intersections will be more extensive than Alternative 2.
Sub-Total:	**7**	
2) ENVIRONMENTAL CRITERIA		
Impacts on the natural environment.	1	As the implementation of this alternative consists of the redevelopment of an existing road corridor, impacts to the natural environment are expected to be minimal, but positive.
3) SOCIAL ENVIRONMENT		
Impacts on land users, residents and owners.	2	The addition of a multi-use path as well as wider south boulevard are expected improve aesthetics and provide a positive impact for non-automotive users. Negative impacts are expected due to potential difficulties accessing to/from adjacent properties.
4) ECONOMIC CRITERIA		
Cost of implementation	2	The cost of implementation would include the reduction of Bay Street from four to two lanes as well as the addition of a multi-use path. Minor modifications/upgrades to the intersections would be required. Alterations to storm water drainage systems would be more extensive than Alternative 2. Decreased costs are be expected for maintenance and operation of a reduced Bay Street due to savings related to line painting, snow removal and resurfacing.
TOTAL SCORE:	**12**	

APPENDIX 5
APRIL 23, 2015 PUBLIC INFORMATION CENTRE

NOTICE OF PUBLIC INFORMATION CENTRE
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
BAY STREET CORRIDOR IMPROVEMENTS

The City of Sault Ste. Marie has identified an opportunity to implement improvements to Bay Street between Pim Street and Andrew Street.

A Municipal Class Environmental Assessment has been initiated to investigate alternatives to improve the Bay Street Corridor between Pim Street and Andrew Street. It has been identified that the nature of traffic on Bay Street has changed in recent years and an opportunity to improve the efficiency of the roadway exists.

The study is being conducted as a Schedule C project in accordance with the requirements of the Municipal Class Environmental Assessment ("Class EA") for the purpose of reviewing the recommendation and providing guidance for the implementation of improvements. The Study will include public and external agency consultation as well as review the need and justification for possible improvements to the existing corridor including road width and lane configuration, intersection improvements, pedestrian facilities, upgrading of existing/installation of new utilities. The Study will also evaluate the impacts on the natural and social environment resulting from any of the mentioned potential improvements. Preceding any decisions made to conduct modifications to Bay Street, interested parties will have the opportunity to provide input and comments.

A Notice of Study Commencement introducing the proposed project and inviting initial public input was published in February of 2014.

Public Information Centre

To present the preferred solution, further facilitate input and ensure that anyone interested in this Study has the opportunity to get involved, the City is holding a second Public Information Centre.

Thursday, April 23, 2015 – 3:30 to 7 p.m.
Thompson Room, Level 3, Civic Centre, 99 Foster Drive

All members of the public are welcome to attend. City staff and Consultants will be available to discuss the project.

Please contact one of the following project team members if you would like to be included on the project mailing list, have any questions or wish to obtain more information on the project.

City of Sault Ste. Marie
Don Elliott, P. Eng., Director of Engineering Services
Civic Centre, 99 Foster Drive, Sault Ste. Marie, ON
Tel: 705-759-5329 Email: d.elliott@cityssm.on.ca

Kresin Engineering Corporation
Michael Kresin, P. Eng., Consulting Engineer
536 Fourth Line East, Sault Ste. Marie, ON
Tel: 705-949-4900 Email: baystreet@kresinengineering.ca

Respondents should note that information collected for this study will be subject to the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments received will become part of the public record and may be included in the study documentation prepared for public review.

This notice published on April 18, 2015.

Appendix 5a
Information Presented

CITY OF SAULT STE. MARIE
BAY STREET IMPROVEMENTS
ANDREW STREET TO PIM STREET

KRESIN Engineering Corporation

WHY IS THIS PROJECT BEING UNDERTAKEN?

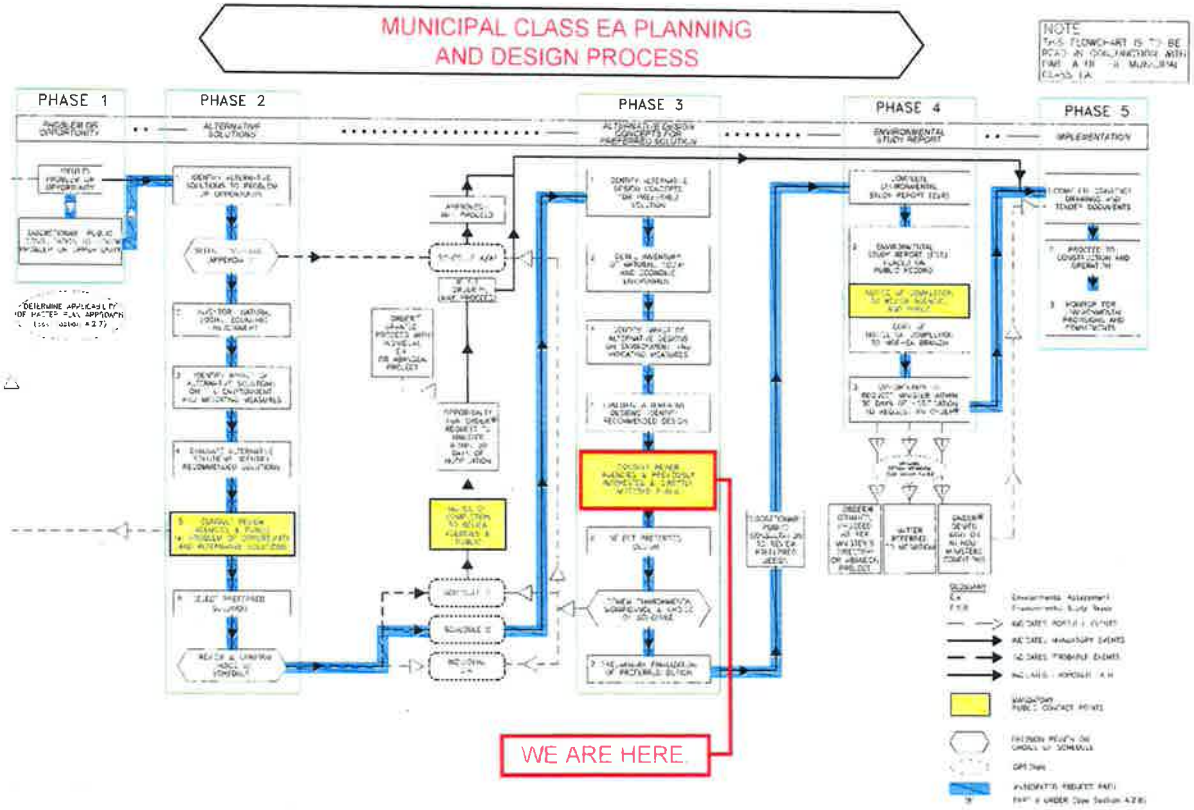
- The purpose of this study is to review a recommendation identified by the City of Sault Ste. Marie and community stakeholders where the reduction in traffic along Bay Street has created an opportunity to improve the roadway.
- This opportunity was also presented in the City's *Economic Feasibility and Downtown Improvement Study - Phase 2: Downtown Community Improvements Strategy*, completed in 2007.
- Upon completion of the project, the City will have determined a recommended solution which can be implemented as required and when funding is available.

OPPORTUNITY STATEMENT

Recent improvements tp the City's transportation network have lead to the diversion of provincial traffic away from the City's downtown core and as a result, traffic volumes along the Bay Street corridor have been reduced. City staff and community stakeholders have identified that, due to this change in usage, an opportunity to improve the Bay Street corridor and possibly adjust the capacity of the roadway between Pim Street and Andrew Street may exist.

CITY OF SAULT STE. MARIE
BAY STREET IMPROVEMENTS
ANDREW STREET TO PIM STREET

KRESIN Engineering Corporation



REPRODUCED FROM MUNICIPAL ENGINEER'S ASSOCIATION MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

EVALUATION CRITERIA EXPLAINED

1a) Vehicular Traffic Operations

This study has been prompted by a recommendation identified by the City of Sault Ste. Marie and community stakeholders where a reduction in traffic along Bay Street, due mainly to re-routing international truck traffic, has created an opportunity to improve the roadway. While traffic volumes have reduced, the ability to provide a safe and efficient environment for vehicular traffic on Bay Street is essential.

A ranking of 3 is assigned to alternatives which include improvements anticipated to fail to provide safe and efficient vehicular traffic facilities. A ranking of 1 for this criterion indicates that the alternative results in a relatively straightforward solution with intuitive vehicle movements with a minimal amount of potential conflict areas. Alternatives which provide vehicular traffic flow in a manner which is likely to be less than ideal are given a ranking of 2.

1b) Pedestrian and Cycling Traffic Operations

Similar to the criteria for vehicular traffic flow, this rating provides a measure of the extent to which an alternative can provide safe and efficient facilities for pedestrians and cyclists.

Alternatives which fail to provide safe and efficient flow for pedestrian and cyclist traffic are assigned a rating of 3. A ranking of 1 in this criterion indicates that the alternative provides a safe and efficient method for pedestrians and cyclists to traverse through the study area. An alternative which provides solutions which are for the most part safe and efficient however would result in some aspects being less than ideal are assigned a rank of 2 for this criterion.

1c) Implementation

This criterion provides the opportunity to assign ratings to alternatives which reflect the anticipated difficulties in implementing the proposed works due to physical factors. These factors may include topography, existing structures needing to be relocated and similar obstacles.

The most difficult or inconvenient alternatives to construct are rated 3. The easiest and least inconvenient alternatives to construct are rated 1. Alternatives ranked 2 are anticipated to have moderate amounts of difficulty or inconvenience associated with their implementation.

2) Natural Environment

Rankings for this criterion reflect the anticipated impacts to the natural environment resulting from the implementation of the alternatives.

Alternatives assigned a rank of 3 are anticipated to have the largest negative impacts to the natural environment. A ranking of 1 is applied to those alternatives which are anticipated to have little or no negative impact on the natural environment. Those alternatives which are predicted to have moderate impacts are assigned a rank of 2.

3) Social Environment

Impacts to the local social environment are rated using this criterion. These include changes to the use of an area and the anticipated impacts to users, residents and owners of the project site and adjacent properties.

Alternatives which would significantly negatively alter land uses and social interests are given the top rank of 3. Should little or no negative impacts be anticipated, a rank of 1 is assigned. Those alternatives which may result in moderate negative social impacts are assigned a rank of 2.

4) Cost of Implementation

Cost of construction refers to the actual dollar amounts anticipated to be expended to implement an alternative. Such costs include construction, land acquisition as well as engineering and associated administrative costs.

This criterion is ranked based on anticipated relative costs. Rankings are low cost (1), medium cost (2), and high cost (3).

CITY OF SAULT STE. MARIE
BAY STREET IMPROVEMENTS
ANDREW STREET TO PIM STREET

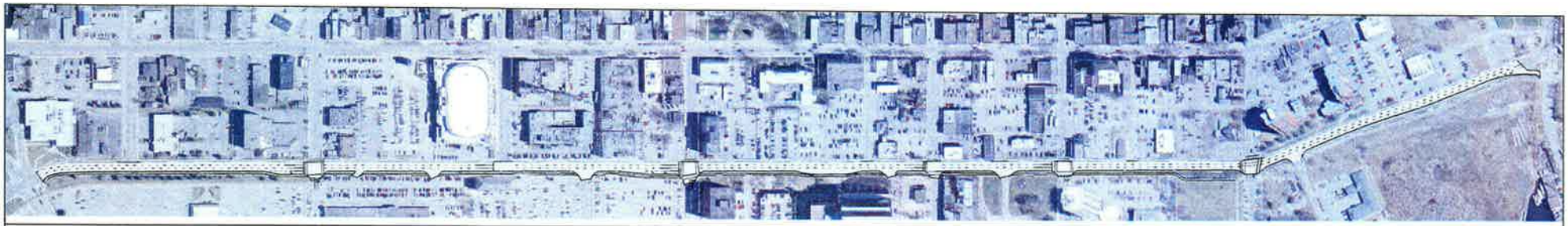
KRESIN Engineering Corporation

1= MOST PREFERRED
2= SOMEWHAT PREFERRED
3= LEAST PREFERRED

EVALUATION CRITERIA AND RANKING

ALTERNATIVE / CRITERIA	1 DO NOTHING	2 REDUCE BAY STREET TO THREE LANES	3 REDUCE BAY STREET TO TWO LANES
TECHNICAL CRITERIA			
1a) VEHICULAR TRAFFIC FLOW	• No effect on vehicular traffic along the Bay Street corridor 2	• Not expected to impact the flow of traffic based on the observed volume • Will maintain efficient access to adjacent properties 1	• May result in negative impacts to vehicular traffic flow due to the anticipated reduced ease of access to/from adjacent properties 3
1b) PEDESTRIAN AND CYCLING TRAFFIC FLOW	• Existing pedestrian and cycling traffic flow paths are not changed • No improvements to pedestrian and cycling facilities 3	• Provides the opportunity to improve pedestrian and recreational cycling routes with the construction of a multi-use path adjacent to the Bay Street corridor 1	• Provides the opportunity to improve pedestrian and recreational cycling routes with the construction of a multi-use path adjacent to the Bay Street corridor 1
1c) IMPLEMENTATION	• The implementation of the "Do Nothing" alternative is relatively simple when compared on a technical basis to the other alternatives 1	• Includes the reduction of Bay Street from four to three lanes between Andrew and Pim Street as well as the addition of an off-road multi-use path and modifications/upgrades to the intersections along the corridor 2	• Includes the reduction of Bay Street from four to two lanes between Andrew and Pim Street as well as the addition of an off-road multi-use path • Modifications to intersections and storm water collection systems are more extensive than Alternative 2 3
ENVIRONMENTAL CRITERIA			
2 IMPACTS ON THE NATURAL ENVIRONMENT	• Impacts to the natural environment attributable to selecting this alternative over one of the others would be negligable 2	• As implementation of this alternative would take place along the existing corridor, environmental impacts are expected to be minimal, but positive • During construction, typical impacts such as dust, noise and potentially erosion sediments are to be expected, however mitigation procedures for these issues are considered common constructing practice 1	• As implementation of this alternative would take place along the existing corridor, environmental impacts are expected to be minimal, but positive • During construction, typical impacts such as dust, noise and potentially erosion sediments are to be expected, however mitigation procedures for these issues are considered common constructing practice 1
SOCIAL CRITERIA			
3 IMPACTS ON LAND USERS, RESIDENTS AND OWNERS	• This alternative, if implemented, is expected to have negligible impacts on users and land owners. 2	• A multi-use path and wider boulevards are expected to improve aesthetics and be more inviting to pedestrians and cyclists 1	• A multi-use path and wider boulevards are expected to improve aesthetics and be more inviting to pedestrians and cyclists • Negative impacts are anticipated related to potential reduced ease of access to/from adjacent properties 2
ECONOMIC CRITERIA			
4 COST OF IMPLEMENTATION	• The cost of implementing this alternative includes the continued costs related to the maintenance and operation of Bay Street as it is now These costs include snow removal, line painting, patching and resurfacing 3	• The cost of implementation would include the reduction of Bay Street from four to three lanes as well as the addition of a multi-use path • Minor modifications/upgrades to the intersections would be required • A reduction in the long term operations/maintenance costs will be realized through savings in snow removal, line painting, patching and resurfacing 1	• The cost of implementation would include the reduction of Bay Street from four to two lanes as well as the addition of a multi-use path • Modifications/upgrades to the intersections and storm water collection system would be required • A reduction in the long term operations/maintenance costs will be realized through savings in snow removal, line painting, patching and resurfacing 2
TOTAL SCORE	13	7	12

LOWEST SCORE IS PREFERRED



P1

Appendix 5b
Attendance List

City of Sault Ste. Marie
BAY STREET IMPROVEMENTS

KRESIN Engineering Corporation

PUBLIC INFORMATION CENTRE
SIGN-IN SHEET - (PLEASE PRINT CLEARLY)

Name	Address	Phone	Email
Gary Mancuso			
Mark Brown			
Andre Riopel			
Nilo Fabbro			
Deane Greenwood			
Brent Krmpotich			

Appendix 5c
Comments Received

Corporation of the City of Sault Ste. Marie
BAY STREET IMPROVEMENTS

KRESIN Engineering Corporation

PUBLIC INFORMATION CENTRE
COMMENT SHEET - *(PLEASE PRINT CLEARLY)*

I/We have reviewed the project material and have the following comments:

The recommended 3 lanes with a bike/trail is better than the status quo, but is by no means ideal in my humble opinion.

I would prefer to largely have the SOUTH curb moved north so that there are TWO LANES (and cut outs for turns to adjacent properties) so that SENIORS & STATION MALL patron's who spend HUGE amounts of time south of Bay Street are encouraged to WALK ACROSS the TWO LANE BAY STREET to go and spend time on QUEEN STREET attending cafés, restraunts and boutiques.

Bottom Line: Two lane BAY STREET to create a TRUE Queen / Bay / Station Mall / St Mary's River Drive / Foster Drive / Waterfront Boardwalk WALKABLE DOWNTOWN

Please DON'T just move the south curb of Bay Street up one lane and waste this opportunity to start working towards a REVITALIZED, WALKABLE, BIKEABLE Downtown.

which is the current recommended solution

Thank you for your comment(s). Please complete the following if you would like to be contacted for clarification.

Name (print) Mark Brown

Address

Phone No

Please leave the completed form with the project team or deliver to:

Kresin Engineering Corporation
536 Fourth Line East
Sault Ste. Marie, Ontario P6A 6J8
Fax: 949-9965
Email: baystreet@kresinengineering.ca
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by May 15, 2015.

Corporation of the City of Sault Ste. Marie
BAY STREET IMPROVEMENTS

KRESIN
Engineering Corporation

PUBLIC INFORMATION CENTRE
COMMENT SHEET - (PLEASE PRINT CLEARLY)

I/We have reviewed the project material and have the following comments:

I came in doubtful but it was well explained to me. I will reconsider my objections.

Thank you for your comment(s). Please complete the following if you would like to be contacted for clarification.

Name (print) NILO FABBRO

Address

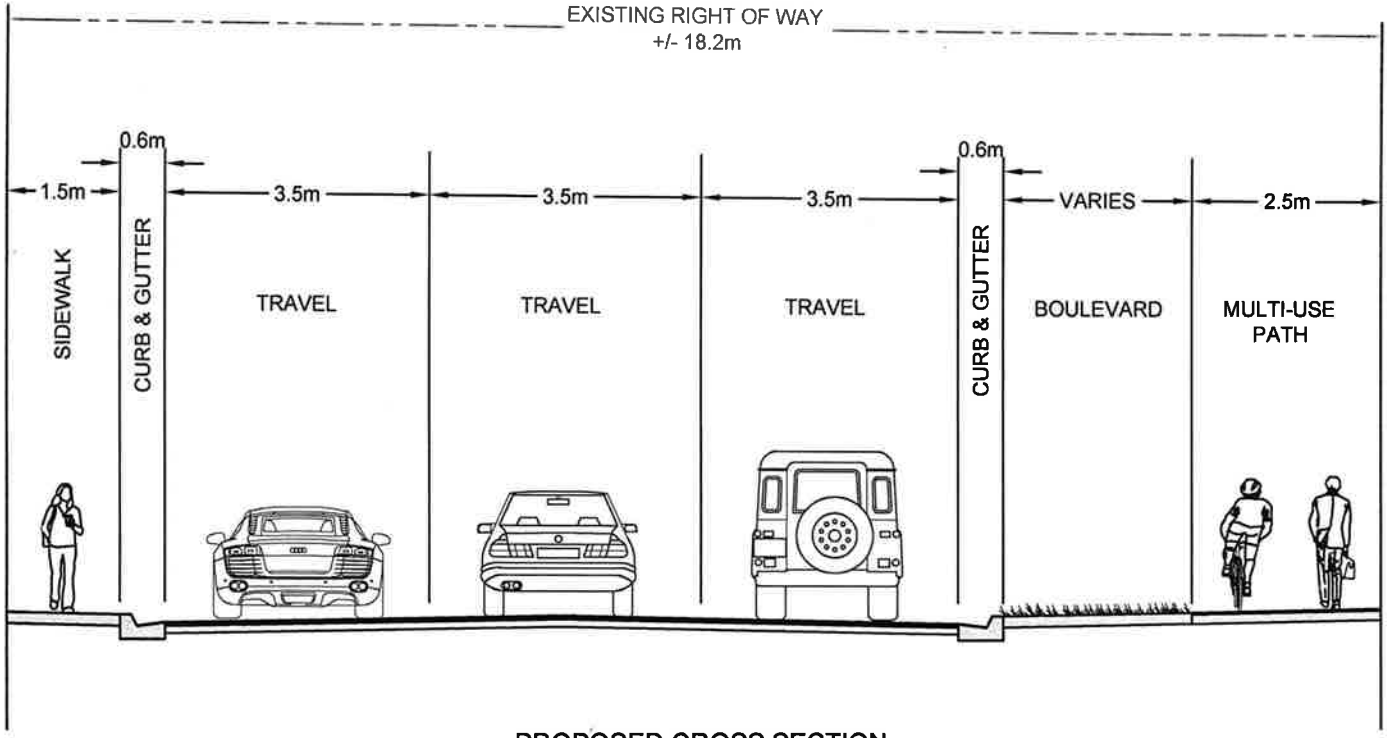
Phone No.

Please leave the completed form with the project team or deliver to:

Kresin Engineering Corporation
536 Fourth Line East
Sault Ste. Marie, Ontario P6A 6J8
Fax: 949-9965
Email: baystreet@kresinengineering.ca
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by May 15, 2015.

APPENDIX 6
PREFERRED DESIGN



PROPOSED CROSS SECTION

KRESIN
Engineering Corporation

DESIGN	-
DRAWN	Oct 2015
CHECKED	-
PROJECT	1371 preferred design
FILENAME	1371.04
SCALE	1:100

BAY STREET CORRIDOR IMPROVEMENTS
MUNICIPAL CALL ENVIRONMENTAL ASSESSMENT

PREFERRED DESIGN

A1

Rev 0

APPENDIX 7
COST ESTIMATES

KRESIN Engineering Corporation

KEC Project No. 1371
Bay Street Improvements
City of Sault Ste. Marie

21-Aug-15

PRE-DESIGN ESTIMATE

Schedule of Items and Prices — **Kresin Engineering Estimate**

Part "A" - General Requirements

Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
A.1	Performance Security	1	L.S.	$20,000.00	$20,000.00
A.2	Mobilization and demobilization	1	L.S.	$10,000.00	$10,000.00
A.3	Pre-construction survey layout	1	L.S.	$5,000.00	$5,000.00
A.4	Environmental Controls	1	L.S.	$15,000.00	$15,000.00
	TOTAL PRICE - PART "A"				**$50,000.00**

Part "B" - Roadworks

Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
B.1	Remove and dispose of existing asphalt pavement for roadway	26000	m^2	$6.80	$176,800.00
B.2	Remove and dispose of existing concrete curb and Gutter	4000	m	$7.50	$30,000.00
B.3	Remove and dispose of existing concrete sidewalk	7000	m^2	$12.50	$87,500.00
B.4	Supply and place 90mm HL8 Asphalt (place two 45mm lifts)	2920	t	$135.00	$394,200.00
B.5	Supply and place 40mm HL3 Asphalt	1300	t	$145.00	$188,500.00
B.6	Construct Concrete Curb and Gutter	2000	m	$78.00	$156,000.00
B.7	Construct Concrete Sidewalk	4500	m2	$88.00	$396,000.00
B.8	Construct asphalt paved trail	2000	m	$200.00	$400,000.00
B.9	Pavement markings	1	L.S.	$25,000.00	$25,000.00
	TOTAL PRICE - PART "B"				**$1,854,000.00**

Part "C" - Structures

Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
C.1	Traffic Controls	6	ea.	$45,000.00	$270,000.00
C.2	Adjust Catch Basins and Maintenance Holes	220	ea.	$500.00	$110,000.00
					$0.00
	TOTAL PRICE - PART "C"				**$380,000.00**

Part "D" - Landscaping

Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
D.1	Supply & place topsoil and sod	2000	m^2	$15.00	$30,000.00
D.2	Supply & place topsoil and hydroseed	0	m^2	$14.00	$0.00
	TOTAL TENDER PRICE - PART "D"				**$30,000.00**

KRESIN Engineering Corporation

KEC Project No. 1371
Bay Street Improvements
City of Sault Ste. Marie

21-Aug-15

PRE-DESIGN ESTIMATE

Schedule of Items and Prices		Kresin Engineering Estimate
Summary of Total Tender Prices		
Part	**Description of Part**	**Total Price**
A	General Requirements	$50,000.00
B	Roadworks	$1,854,000.00
C	Structures	$380,000.00
D	Landscaping	$30,000.00

	Construction Estimate	$2,314,000.00
13%	Construction Contingency	$300,820.00
	Muncipal Class EA	$55,000.00
8%	Engineering Design	$185,120.00
8%	Engineering Admin/Insp.	$185,120.00
	Sub-Total:	$3,040,060.00
13%	HST :	$395,207.80
	Total Value :	**$3,435,267.80**