

Welcome

City of Sault Ste. Marie Black Road/Third Line Class Environmental Assessment

Public Information Centre

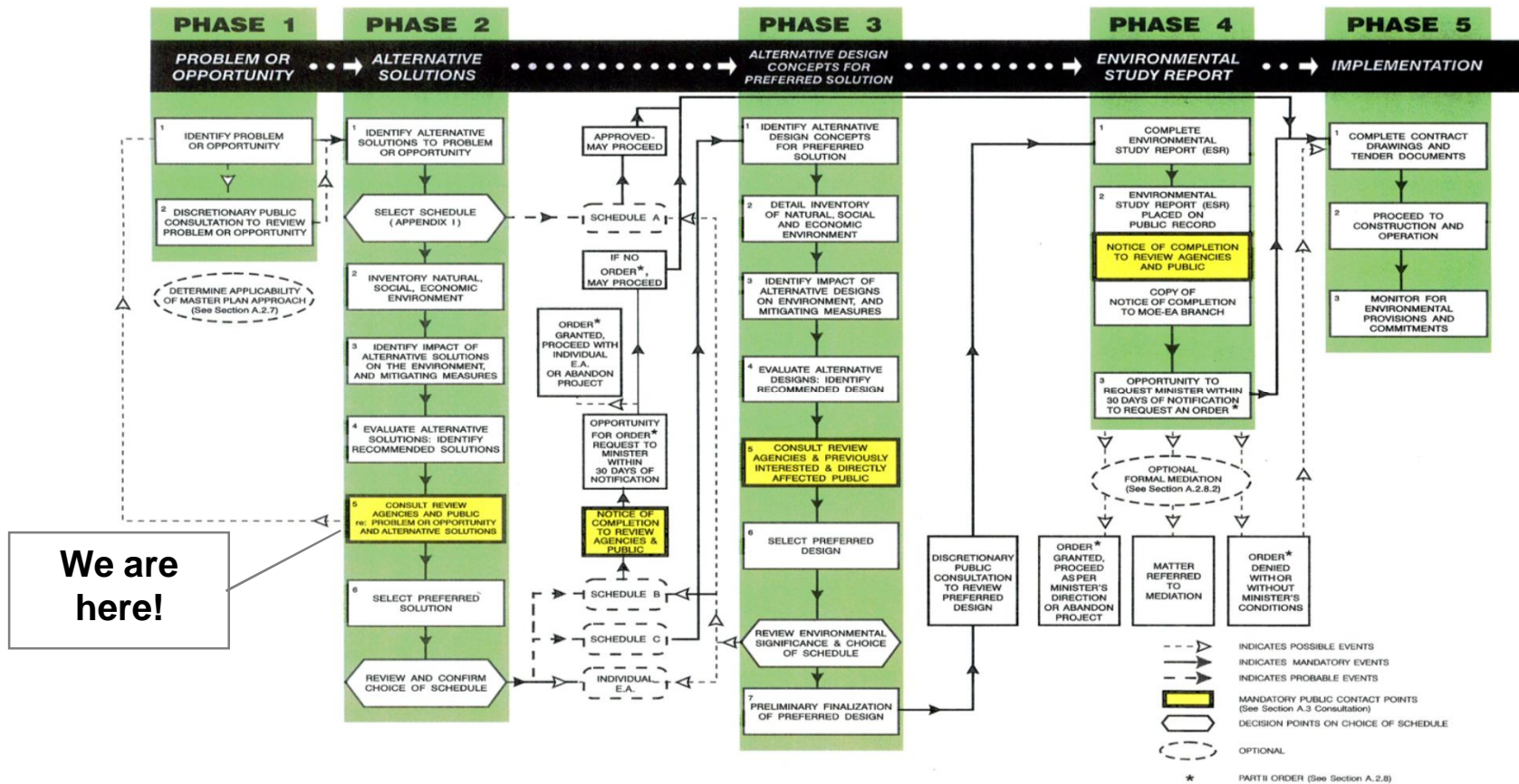
January 22, 2015 - 3:30p.m. to 7:30p.m.

What am I Supposed to Do ?

- Sign the Attendance Register;
- Pick up an Information Package;
- View the Displays;
- Ask Questions; and
- Complete a Comment Sheet.

Representatives from the City of Sault Ste. Marie and the Engineering Consultant (AECOM) are present to answer your questions.

Class Environmental Assessment Process



This flowchart highlights the steps that must be undertaken to meet the requirements under the Environmental Assessment Act.

Problem/Opportunity Definition

The City of Sault Ste. Marie has identified a need to address the following problems/opportunities:

1. **Emergency service response** – Black Road and Third Line are principle routes for staff, visitors and emergency service vehicles accessing the hospital. The overall road platform width is narrow along Black Road north of Second Line and along Third Line from Black Road to east of the hospital entrance.
2. **Corridor capacity** – Traffic volumes have increased along these transportation corridors and based on the results of the City's Transportation Plan update further increases are projected in the future. The Ministry of Transportation (MTO) has deferred plans to extend the Highway by-pass through Batchewana First Nations to the Second Line/Black Road intersection. There is a need to ensure the road corridors have adequate capacity to accommodate existing and future traffic volumes.

Problem/Opportunity Definition

3. **Road Structure and Integrity** - There is a need to ensure the existing road structure is adequate to carry the existing and projected future traffic volumes.
4. **Pedestrian and Cyclist Safety**– Black Road and Third Line are identified as spoke routes in the Cycling Master Plan and cyclists and pedestrians are currently accommodated on shoulders. The shoulders were upgraded along Black Road from McNabb Street to Second Line in 2000-2001 but the shoulders along Black Road north of Second Line and along Third Line from Black Road to the Hospital entrance are narrow.
5. **Municipal Servicing** – It is considered prudent to assess potential servicing extensions within the subject transportation corridors in conjunction with this Class EA.

Inventory of Existing Conditions

- Study area generally consists of the Black Road and Third Line corridors and abutting properties from McNabb Street to Third Line and from Black Road to east of the Sault Area Hospital entrance respectively.
 - These road corridors are designated truck routes (Class A from McNabb to Second Line and Class B for the remainder).
 - Land uses within and adjacent to the study area are primarily single family residential but also includes commercial, institutional and recreational uses. A significant area also remains vacant and undeveloped.
 - A portion of the study area is serviced with municipal water and sanitary services. Black Road from McNabb to Second Line is within the Urban Service Line (USL) and generally the remainder of the study area is outside the USL.
 - Third Line is characterized by undulating terrain while Black Road is very flat.
 - Storm water drainage is generally accommodated in roadside ditches which drain to Root River to the east.
 - The Ministry of Natural Resources and Forestry identified two species at risk (snapping turtle and milksnake) that may be found in the project area and noted Lake Sturgeon may be present in tributaries in the project area.
 - Existing and projected traffic volumes are summarized on the displays.
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Alternative Solutions

Reference	Description
1	Do Nothing – Under this alternative no improvements would be undertaken. This alternative has been included to provide a basis for comparing the other alternatives.
2	Widen the road platform while maintaining a basic two-lane configuration.
3	Widen the road platform and incorporate additional through lanes.
4	Extend municipal water and/or waste water servicing – considered and evaluated separately following the evaluation of Alternatives 1 through 3.
Note: Alternatives 2 and 3 may also include intersection improvements which will be considered under Phase 3 – Design Options of the Class EA process.	

How were the Alternatives Evaluated?

In order to select a preferred solution a number of evaluation criteria were developed and applied to each of the alternatives.

A total of ten (10) evaluation criteria were established under four broad categories; technical, natural environment, social environment and cost. A comparative qualitative approach was undertaken in evaluating each of the alternatives, whereby a green, yellow or red circle was assigned to each alternative for each criterion. This approach consists of rating the alternatives relative to each other considering both the positive and negative qualities relative to each of the evaluation criteria. The colour scheme selected generally fits within typical thinking patterns (ie: a **green** circle has a **positive** connotation, a **red** circle a **negative or adverse** connotation and a **yellow** circle **fits in between** these extremes).

Interested Parties are encouraged to provide input regarding the evaluations assigned (ie: red, yellow, green) and may suggest other relevant criteria for inclusion in the evaluation of alternatives.

How were the Alternatives Evaluated?

For the purposes of this study the transportation corridors have been subdivided into two separate sections; McNabb Street to Second Line (Section 1); and Second Line to the SAH entrance on Third Line (Section 2). The principle characteristics within and adjacent to each of these sections are generally consistent and are summarized below.

Characteristic	Section 1 (McNabb Street to Second Line)	Section 2 (Second Line to SAH Entrance)
Section Length	1950m	3200m
Road Width Characteristics: ROW width = Lane widths = Shoulder Widths = Platform width =	 30.48 m 3.75 m 2.5 m 13.0 m	 Variable (20m to 30.48m) 3.5m 0.9m 9.3m to 9.8m
Roadside environment	Adjacent land uses are primarily residential, recreational with limited commercial. There are also significant abutting vacant/undeveloped lands. Utility pole line is present on the east side from McNabb Street to the "S" curve and along the west side from the "S" curve to Second Line. Hub Trail parallels the roadway for most of the length but is immediately adjacent to the road at the foot of Finn Hill and then is routed through the forested area at a significant offset from the roadway.	Adjacent land uses are primarily residential, recreational, commercial and institutional. There are also some undeveloped/vacant lands. Utility pole line is present on both sides of the roadway for the majority of the length. North side only from SAH entrance to Birkshire.
Average Annual Daily Traffic (AADT)	In the range of 21,400 vpd and forecasted to reach 33,000 vpd by 2040	8,100 on Black Road and forecasted to reach 12,000 by 2040 3,500 on Third Line and forecasted to reach 12,000 by 2040

Evaluation of Alternative Solutions (Black Rd – McNabb to Second Line)

Evaluation Criteria			1 – Do Nothing	2 –Widen the road platform while maintaining a basic two-lane configuration.	3 – Widen the road platform and incorporate additional through lanes.
Technical	Vehicular Circulation and Safety	Relative measure of safety and efficiency of vehicular traffic flow within and through the study area.	●	●	●
	Pedestrian Circulation and Safety	Relative measure of pedestrian circulation and safety within and through the study area.	●	●	●
	Cyclist Circulation and Safety	Relative measure of pedestrian circulation and safety within and through the study area.	●	●	●
	Emergency Service Response	Relative measure of ESR within and through the study area.	●	●	●
Natural Environment Groundwater, Surface Drainage System, Aquatic Habitat, Vegetation, Terrestrial Habitat, Heritage Resources		Relative measure of the net impacts on the surrounding natural environment.	●	●	●
Social Environment	Recreation	Relative measure of the impacts on recreational opportunities in the study area	●	●	●
	Property Needs	Relative measure of property acquisition impacts on land use.	●	●	●
	Adjacent Property Owners	Relative measure of impacts to adjacent property owners	●	●	●
Lifecycle Costs Includes consideration of capital and operation and maintenance costs		Relative measure of anticipated lifecycle costs associated with the implementation of the alternative.	●	●	●

Summary of Evaluation – Black Road (McNabb to Second Line)

Alternative	Key Issues
1 – Do Nothing	<ul style="list-style-type: none"> • Fails to address Problem/Opportunity
2 – Widen the road platform while maintaining a basic two-lane configuration.	<ul style="list-style-type: none"> • This section of Black Road was previously widened in 2000-2001 and meets current standards for a two lane roadway.
3 – Widen the road platform and incorporate additional through lanes.	<ul style="list-style-type: none"> • Existing and projected traffic volumes support two through lanes in each direction • Better lane balancing with adjacent road sections (the entire Highway 17 routing through the City includes two through lanes in each direction except for this section) • Provides additional width to enhance passage of stopped vehicles by emergency responders. • May improve ingress and egress from private driveways within this section. • Impacts can likely be adequately managed/mitigated. Challenges include property impacts and costs. Private property acquisition to be minimized.

Note: Preliminary preferred alternative is highlighted.

Evaluation of Alternative Solutions: Black Road and Third Line (Second Line to SAH)

Evaluation Criteria			1 – Do Nothing	2 –Widen the road platform while maintaining a basic two-lane configuration.	3 – Widen the road platform and incorporate additional through lanes.
Technical	Vehicular Circulation and Safety	Relative measure of safety and efficiency of vehicular traffic flow within and through the study area.	●	●	●
	Pedestrian Circulation and Safety	Relative measure of pedestrian circulation and safety within and through the study area.	●	●	●
	Cyclist Circulation and Safety	Relative measure of pedestrian circulation and safety within and through the study area.	●	●	●
	Emergency Service Response	Relative measure of ESR within and through the study area.	●	●	●
Natural Environment Groundwater, Surface Drainage System, Aquatic Habitat, Vegetation, Terrestrial Habitat, Heritage Resources		Relative measure of the net impacts on the surrounding natural environment.	●	●	●
Social Environment	Recreation	Relative measure of the impacts on recreational opportunities in the study area	●	●	●
	Property Needs	Relative measure of property acquisition impacts on land use.	●	●	●
	Adjacent Property Owners	Relative measure of impacts to adjacent property owners	●	●	●
Lifecycle Costs Includes consideration of capital and operation and maintenance costs		Relative measure of anticipated lifecycle costs associated with the implementation of the alternative.	●	●	●

Summary of Evaluation – Black Road and Third Line (Second Line to SAH)

Alternative	Key Issues
1 – Do Nothing	<ul style="list-style-type: none"> • Fails to address Problem/Opportunity
2 – Widen the road platform while maintaining a basic two-lane configuration.	<ul style="list-style-type: none"> • Existing and projected traffic volumes support one through lane in each direction. • Shoulder widths to be widened to enhance pedestrian and cyclist safety. • Provides additional width to enhance passage of stopped vehicles by emergency responders. • May improve ingress and egress from private driveways. • Impacts can likely be adequately managed/mitigated. • Costs, property and utility impacts are moderate relative to Alt.#3..
3 – Widen the road platform and incorporate additional through lanes.	<ul style="list-style-type: none"> • Existing and projected traffic volumes do not support two through lanes in each direction. • Shoulder widths to be widened to enhance pedestrian and cyclist safety. • Provides best opportunity for emergency responders to pass stopped vehicles. • Enhanced ingress and egress to driveways. • Significant utility and property impacts and high cost.

Note: Preliminary preferred alternative is highlighted.

Consideration of Servicing Extensions

Location and Description of Existing Services	Pros	Cons
Black Road (McNabb Street to Second Line) – currently serviced with potable water throughout the limits and waste water collection is provided for 888m of the 1950m length.	<p>Included within the Urban Service Line (USL) and Urban Settlement Area (USA).</p> <p>Potable water provided throughout already.</p> <p>Property owners would have full municipal servicing.</p>	<p>Extension of Black Road sewers requires some form of pumping.</p> <p>Only 4 developed properties not serviced</p> <p>No significant development pressure.</p> <p>Options were previously assessed in 2000-2001 - conclusion reached was that these areas can be serviced most cost efficiently with low pressure forcemain and grinder pumps but is not necessary.</p> <p>Alternatively there may be an opportunity to tie into a future Northern Avenue sewer extension or service these properties from the rear with drainage directed to the existing trunk sewer located east of and paralleling Black Road.</p>
Black Road and Third Line (Second Line to SAH entrance) – no servicing currently provided with the exception that potable water has been extended from the SAH entrance approximately 190 m easterly.	Property owners would have full municipal servicing.	<p>Most of this area lies outside of the Urban Service Line (USL) and the Urban Settlement Area (USA). Expansion of the USA requires a scoped or comprehensive review to demonstrate, within the next ten years, housing demand cannot be accommodated within the existing USA. Although, it is at times possible, to expand the USL without expanding the USA, the two are closely linked and it would be very difficult to expand the USL without expanding the USA unless there is clear justification.</p> <p>Both potable water and waste water collection would have to be extended together.</p> <p>The Black Road corridor is very flat and the Third Line corridor is undulating resulting in challenges in providing gravity waste water servicing throughout these corridors. The servicing strategy may require some form of pumping</p> <p>Charges and costs to property owners would be significant.</p>

Preliminary Preferred Solution

- Widen Black Road from McNabb Street to Second Line to include two through lanes in each direction.
- Maintain a single though lane in each direction and widen the Black Road and Third Line shoulders and overall platform width from Second Line to Third Line and from Third Line to east of the SAH entrance.
- Complete pavement structure improvements along Black Road from Second Line to Third Line and along Third Line from Black Road to east of the SAH entrance (ie. previous reconstruction limits).
- Forego any municipal waste water or potable water extensions at this time.

Next Steps

- Summarize the public and agency input received;
- Identify changes required to the preliminary preferred solution based on the input received;
- Confirm the Class EA schedule (ie: expected to be Schedule C);
- Proceed with Phase 3 – Design Options for the preferred solution - design options will generally include consideration of cross-section types (urban/rural), lane and shoulder widths, intersection configurations and other cross-sectional elements.
- Conduct a second public open house to present the design options;
- Finalize the preliminary preferred design based on input received;
- Finalize the Environmental Study Report (ESR);
- Issue a Notice of Completion and allow for further input over a 30 day period; and
- Subject to Council approval and provided there are no Part II Order requests proceed with detail design and construction