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**City of Sault Ste. Marie**

**Great Northern Road Corridor  
Traffic Capacity Improvements**

**ENVIRONMENTAL STUDY REPORT ADDENDUM**

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June 2024

KEC Ref: 2376

**Prepared by:**



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## 1. Introduction

The City of Sault Ste. Marie (City) completed a Schedule C Municipal Class Environmental Assessment (EA) in 2012 to address traffic capacity concerns in the Great Northern Road corridor, between Second Line and Third Line. An Environmental Study Report (ESR) was filed in early 2012 documenting the EA process and presenting the preferred recommended solution: construct an extension of Sackville Road to Third Line. Following the completion of the EA, the construction of the extension has been delayed due to budget constraints and the prioritization of other projects within the community.

Since it has been more than 10 years following the completion of the EA, the City has prepared this Addendum to the ESR to ensure that the preferred recommended solution remains valid, and that changes within the study area have not impacted the recommendations of the EA. The Addendum has been prepared in accordance with the requirements of the *Municipal Class Environmental Assessment (MCEA)*.

### Municipal Class EA Process

Ontario's Environmental Assessment Act (the "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 similar, routine projects with predictable impacts to be undertaken following the process identified in a Class EA; for this reason, the MCEA was established for municipal infrastructure projects involving roads, water, wastewater and transit. The 2012 EA was completed using a 2007 revision of the MCEA; since that time the MCEA has been updated with the current edition being published in 2023.

There are four project classifications under the current Municipal Class EA: Exempt, Eligible for Screening, Schedule B and Schedule C. The classifications are applied depending on the complexity and anticipated cost of the proposed undertaking, with Schedule C being the most stringent process.

The Great Northern Road Corridor Traffic Capacity Improvements project meets the conditions which require that a Schedule C Municipal Class EA be carried out due to the anticipated cost being greater than \$3 million.

The 2012 EA included completion of the process outlined for a Schedule C MCEA including the requirement that the following five Phases be completed:

- Phase 1: Identify the problem – the need or opportunity for the project.
- Phase 2: Identify alternative solutions to the problem taking into consideration the existing environment and establish the preferred solution taking into account 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.

## Alternative Solutions

The EA completed in 2012 contemplated 5 alternative solutions to address traffic capacity deficiency on Great Northern Road:

1. Do Nothing;
2. Widen Great Northern Road;
3. Extend North Street to Third Line;
4. Extend Sackville Road to Third Line; and,
5. Extend Sackville Road to connect to Industrial Court A

These alternatives were analyzed using various technical, environmental and financial criteria and were compared to each-other in order to determine a preferred solution.



The ESR concluded that the preferred solution was to extend Sackville Road to Third Line along the existing utility corridor. This alternative was determined to be preferred as it:

- a. Addresses the identified problem of traffic capacity in the Great Northern Road corridor;
- b. Utilizes an existing City-owned utility corridor which also accommodates existing hydro power lines, municipal water transmission main and storm water infrastructure;
- c. Provides opportunity to optimize sanitary sewer infrastructure through the elimination of an existing pump station;
- d. Can be constructed with minimal impact to abutting properties; and,
- e. Provides opportunity for the expansion of trails for non-motorized vehicles and pedestrians.

A recommended design was developed which includes details of the proposed road alignment, municipal servicing, drainage and other considerations. The recommended design includes accommodation for many of the comments received through the EA process, including maximizing distance between the proposed road and existing residential yards.

## Project status

Following the completion of the EA in 2012, the project was scheduled for implementation in the 2017 construction season. A geotechnical investigation was completed, including drilling exploratory boreholes, sampling and analysis of in-situ material, and development of construction recommendations. The detailed design of the Sackville Road extension was completed, including the following aspects:



- A two-lane class A road with concrete curb and gutter;
- A concrete sidewalk for pedestrians on the east side of the road;
- An asphalt surfaced multi-use path on the west side of the road;
- Storm sewer systems for road drainage including oil and grit separators to improve effluent quality;
- Improvements to the existing storm sewer infrastructure;
- New sanitary sewer servicing for Industrial Court B including removal of the existing pump station;
- Improvements to the water distribution system including new connections to Industrial Court B and Northridge Road;
- Ravine crossing fills with cross-culverts;

Approvals were obtained and a construction contract was put out to tender in the spring of 2017.

The project was in the process of being tendered for construction when council voted to defer the work due to budgetary considerations.

## 2. Addendum

Since the recommended solution has not been implemented, and it has been more than 10 years since the completion of the EA, the MCEA requires that an Addendum be prepared in order to confirm that the results of the 2012 EA remain valid. The Addendum process is defined in the MCEA document and includes an evaluation of any material changes which may have occurred since 2012 in the study area which affect the findings of the EA.

The findings of the Addendum process have been documented in this Addendum Report.

As required by the MCEA, the Addendum Report will be posted for a 30-day review period. During the review period, the public, Indigenous Communities and review agencies will have the opportunity to review the Addendum Report and provide comments on any changes made to the original ESR.

## 3. Current Conditions

Since the ESR was completed, development in and around the study area has continued as was expected. This development includes: minor infill construction in the commercial and industrial areas and continued residential development (Greenfield subdivision, west of the study area).

Section 3.2 of the ESR, *Inventory of Environmental Conditions*, provides a description of the natural and social environments in the study area at the time the EA was undertaken. Since the ESR was posted in 2012, changes have occurred within the study area, as well as throughout the community at-large; however, many aspects pertinent to the EA have remained static.

ESR section 3.2.1 *Natural Environment*, outlines the physical features present in the study area including:

- a. Geology;
- b. Groundwater Resources;
- c. Surface Water and Aquatic Habitat;
- d. Vegetation and Terrestrial Environment; and,
- e. Heritage Resources.

Following a review of current conditions, it is our opinion that substantive changes to the natural environment have not occurred in the study area since the ESR was published. It is noted that, in preparation for the 2017 construction tender, archaeological assessments were completed within the proposed work area, concluding that no archaeological resources were encountered.

ESR section 3.2.2 *Social Environment*, provides commentary on: land use, utilities and recreation within the study area. Following a review of current conditions, it is our opinion that no substantive changes to the social environment have occurred since the completion of the EA in 2012.

## 4. Evaluation of Alternative Solutions

The 2012 ESR presents a comparison of alternative solutions based on the following evaluation criteria:

- 1) Technical Criteria
  - a) Ability of the option to address the stated problem
  - b) Vehicular traffic flow
  - c) Pedestrian traffic flow
  - d) Infrastructure upgrading opportunities
  - e) Implementation
- 2) Environmental Criteria
  - a) Natural environment
  - b) Social environment
  - c) Economic environment
- 3) Cost/Financial Criteria
  - a) Capital construction cost
  - b) Property acquisition cost
  - c) Operation and maintenance cost

These evaluation criteria remain valid.

The Sackville Road extension was determined to be the alternative which best addressed all of the stated requirements, with impacts which can be easily mitigated through construction best practices and routine operations and maintenance.

## 5. Summary of Impacts and Mitigation Measures

Impacts during the construction of the preferred solution which may require mitigation, are anticipated to include routine items such as sediment and dust discharge as well as noise from heavy equipment. These impacts are typically addressed through standard means such as the contractor's environmental control plans, silt fences, sediment traps, settling ponds, dust suppression, etc. These mitigation measures remain un-changed since the EA was completed in 2012.

The proposed road construction is within an existing utility corridor, therefore lasting impacts to the natural environment are not anticipated. Construction of drainage infrastructure will be carried out in accordance with applicable regulatory requirements.

## 6. Conclusion

There are no changes to the proposed project. The recommended solution, extending Sackville Road to Third Line remains valid.

## 7. Stakeholder Notification

In accordance with the MCEA, a Notice of Addendum shall be placed on the public record and issued to the public, Indigenous Communities and review agencies. A copy of the Notice of Addendum and project consultation list is attached.

ATTACHMENT #1

GREAT NORTHERN ROAD CORRIDOR TRAFFIC CAPACITY IMPROVEMENTS  
ENVIRONMENTAL STUDY REPORT  
(FEBRUARY 2012)

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**City of Sault Ste. Marie**

**Great Northern Road Corridor  
Traffic Capacity Improvements**

**ENVIRONMENTAL STUDY REPORT**

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**February, 2012**  
KEC Ref: 0839.05

**Prepared by:**



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Appendix 4c	Comments Received
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## **1. Introduction**

### ***1.1. Background***

The Great Northern Road corridor, in addition to being the main north-south artery in the City of Sault Ste. Marie and a major commercial area with many retail and service establishments, is also a primary route accessing the recently opened Sault Area Hospital (SAH) located between Second Line and Third Line. Great Northern Road currently extends from the City's north limit (where it continues as Highway 17) to McNabb Street (where it continues as Pim Street to the waterfront at Bay Street), making it the longest continuous north-south transportation corridor in the City.

It has been identified that Great Northern Road between Second and Third Line is currently experiencing traffic volumes which are approaching the road's capacity. Further increases in traffic are anticipated along the corridor as future development in this area is expected to continue.

### ***1.2. Previous Reports***

In March of 2002, Read, Voorhees & Associates (RVA) completed a Transportation Planning Study for the City of Sault Ste. Marie. The study provided an analysis of the future road transportation needs of the City and projected traffic volumes and patterns considering various types of traffic (e.g. local, tourist, commercial, etc.). The conclusion of the study included identified traffic capacity deficiencies along the Great Northern Road corridor between Second Line and Third Line. It was recommended that Great Northern road in this area be widened to seven lanes, or a ring road system be implemented to divert a portion of the traffic. The Municipal Class Environmental Assessment process was followed during the completion of the Transportation Planning Study, extensive public consultation was undertaken, and the Study fulfills the requirements of a Master Plan for the individual projects addressed within it.

Read, Voorhees & Associates also conducted a traffic impact study examining the effects of developing the Sault Area Hospital (SAH) site near Great Northern Road and Third Line. The study was completed in 2005 with an analysis of post hospital development traffic flows. As a result of the traffic analysis, the Great Northern Road/Second Line intersection was identified as having insufficient capacity to adequately handle the expected demand, and is anticipated to provide level F service (greater than 80 second signalized delay) with demand exceeding capacity by 25%. It was also noted that there is insufficient property available to effectively upgrade the intersection and that the implementation of a ring road system would be a viable alternative.

### ***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<sup>+</sup>: 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<sup>+</sup> 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 (MOE) 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 Great Northern Road Corridor Traffic Capacity 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 – the need or opportunity for the project.
- Phase 2: Identify alternative solutions to the problem taking into consideration the existing environment and establish the preferred solution taking into account 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.

As noted previously, the Sault Ste. Marie Transportation Planning Study was carried out in accordance with the requirements of a 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 particular 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**

In accordance with 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 Identification
- c) Problem 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 5 <sup>th</sup> Floor, Civic Centre 99 Foster Drive Sault Ste. Marie, ON	City of Sault Ste. Marie Clerk’s Department 4 <sup>th</sup> Floor, Civic Centre 99 Foster Drive Sault Ste. Marie, ON	Kresin Engineering Corporation 536 Fourth Line East Sault Ste. Marie, ON
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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 John Wilkinson Minister of the Environment 77 Wellesley Street West 11th Floor, Ferguson Block Toronto ON M7A 2T5	Director of Engineering Services City of Sault Ste. Marie 5 <sup>th</sup> Floor, Civic Centre 99 Foster Drive Sault Ste. Marie, ON P6A 5X6
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Kresin Engineering Corporation was retained by the City of Sault Ste. Marie to satisfy the requirements of the Municipal Class Environmental Assessment to identify the preferred solution to improve traffic capacity along the Great Northern Road Corridor. During the course of the study, input was sought from various City Departments, provincial and federal government agencies as well as 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 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, 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. In addition to the PICs held in conjunction with this project, numerous points of public contact were made during the completion of the Transportation Planning Study which also addresses this issue.

## **2. Phase One – Identification and Description of the Problem**

### ***2.1. Problem Identification***

The Municipal Class EA process acknowledges that it is often beneficial to carry out the planning process for a group of related projects as opposed to attempting to address individual components of a larger system. Planning for a group of projects in this manner is referred to as the Master Planning Process.

A Transportation Planning Study for the City of Sault Ste. Marie was completed in 2002 which included an analysis of the City's future road transportation needs. The Study was carried out to meet the requirements of the Master Plan in accordance with the Municipal Class EA process (effectively completing Phases One and Two of the process for the individual projects within). A finding presented in the Master Plan is inadequate traffic capacity in the Great Northern Road corridor.

The Study identified traffic capacity deficiencies in the Great Northern Road corridor between Second Line and Third Line and recommended that Great Northern Road in this area be widened to seven lanes, or a ring road system be implemented to divert a portion of the traffic. This recommendation was warranted by volume based on the analysis of projected traffic patterns through the year 2016.

In addition to the needs identified in the Transportation Planning Study, the 2005 SAH Traffic Impact Study notes that due to the increase in forecast background traffic, further capacity problems in the corridor are anticipated. The Study also states that this problem will worsen with the addition of hospital traffic.

### ***2.2. Problem Statement***

The Great Northern Road Corridor between and including the intersections at Second Line and Third Line is currently operating at or near capacity and the level of service provided to residents, businesses and travelers in this area is anticipated to degrade as traffic levels are predicted to increase in the future due to development in the area.

Currently, traffic flow at peak periods is impeded due to congestion and no alternative direct north-south corridor exists. With future commercial development and the relocation of the new Sault Area Hospital, as well as anticipated increases in tourist traffic, existing conditions are predicted to deteriorate.

## **3. Phase Two – Identify and Evaluate Alternative Solutions**

### ***3.1. Identify Alternative Solution***

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

### ***3.1.1 Alternative 1: Maintain Existing Conditions (“Do Nothing”)***

This alternative is a standard option evaluated in the Class EA process. It provides a benchmark against which to measure other possibilities. In this study, if the issue of decreasing capacity along the Great Northern Road corridor between (and including) the intersections at Second Line and Third Line is left without improvement, road users will be faced with increasing traffic congestion and delays. Access to businesses and properties will become increasingly difficult as traffic levels will continue to increase along the corridor.

### ***3.1.2 Alternative 2: Widen Great Northern Road and Reconstruct Great Northern Road/Second Line Intersection***

This alternative may reduce the traffic congestion on Great Northern Road as it would involve the construction of an additional travel lane in each direction. The additional lanes may impede pedestrian traffic as well as access to businesses along the corridor as crossing over traffic will be increasingly difficult. Alternative 2 is illustrated in Figure 1.

### ***3.1.3 Alternative 3: Extend North Street to Third Line***

This alternative would create an additional north/south route within the City. Although this alternative route may result in the reduction of traffic congestion along both the Great Northern Road and Second Line corridors, decreasing the travel times on each, the traffic volume along North Street would increase. A decrease in traffic congestion at the Great Northern Road/Second Line intersection is also possible with the implementation of this alternative. Alternative 3 is illustrated in Figure 2.

### ***3.1.4 Alternative 4: Extend Sackville Road to Third Line***

This option would likely reduce traffic congestion along the Great Northern Road corridor as Sackville Road could be used as an alternative route for north/south traffic. This diversion of traffic will likely create higher traffic flows along Sackville Road but would provide a direct corridor from Second Line to Third Line. The extension may also result in the decrease in traffic congestion at the Great Northern Road/Second Line intersection. Alternative 4 is illustrated in Figure 3.

### ***3.1.5 Alternative 5: Extend Sackville Road to Industrial Court A***

An extension of Sackville Road to Industrial Court A may provide an alternative route for those traveling to businesses located within the industrial park as well as traffic between Second and Third Line. The extension may reduce the traffic congestion along the Great Northern Road corridor as well as at the Great Northern Road/Second Line Intersection but would likely increase the traffic flow along Sackville Road. Alternative 5 is illustrated in Figure 4.

















### **3.1.6 Alternative 6: Extend Industrial Park Crescent to Second Line**

The extension of Industrial Park Crescent to Second Line would provide a direct route through the industrial park from Second Line to Third Line. This could reduce the traffic congestion along the Great Northern Road corridor as well as create a more convenient way of accessing the businesses within this area. Traffic flow through the Great Northern Road/Second Line intersection may also improve with the application of this alternative but traffic along Industrial Park Crescent would likely increase. With the addition of an intersection at Second Line and Industrial Park Crescent, travel times along Second Line may decrease. Alternative 6 is illustrated in Figure 5.

## **3.2. Inventory of Environmental Conditions**

The second task in this phase of the Class EA is the inventory of the natural, social and economic environment in the study area. For the purposes of this study, the Great Northern Road Corridor area has been defined as the area bounded by Second Line, Peoples Road, Third Line and Black Road. 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.

### **3.2.1 Natural Environment**

The Study Area is entirely within the urban region of the City of Sault Ste. Marie and has been significantly affected by human activities in the past. The area includes undeveloped land, ravines, water courses, conservation land, as well as developed industrial and residential areas. The Fort Creek conservation area (within the study limits) includes approximately 77 hectares of land including forests and wetlands.

#### *Regional Geology*

The Ministry of the Environment's *Aggregate Resources Inventory of the Sault Ste. Marie Area* was 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 glaciolacustrine deposits consisting of clay and silt sediments. The southeast portion of the Study Area (south of Third Line and east of Fort Creek) is characterized as morainal, composed of boulders, smaller stones and sand.

The geological formations and sediment distributions in the Sault Ste. Marie area are mainly the result of the repeated advance and retreat of extensive continental ice sheets during the Wisconsin Stage of the Pleistocene Epoch.

#### *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 an





area defined mainly as a recharge area as its elevation and geology allow for a percentage of total precipitation to infiltrate to the water table.

### *Surface Water and Aquatic Habitat*

Fort Creek and its tributaries are located within the limits of the Study Area. Generally running north to south, Fort Creek intersects Third and Second Lines as it flows throughout the City and discharges into the St. Marys River. As Fort Creek has been identified as a 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*

The east and west portions of the Study Area are largely undeveloped. Forest cover consists of yellow birch, red maple, sugar maple, balsam fir, pine and poplar. Plant species include fireweed, white clover, twinflower and goldenrod. The wetland at the Fort Creek Conservation Area supports water resistant species including tamarack, white cedar, cattails, Labrador Tea and bulrushes.

The undeveloped land within the Study Area creates a favourable habitat for several wildlife species. Such wildlife may include beavers, fox, mink, skunks, raccoons and turtles. A number of birds including the black-capped chickadee, yellow-shafted flicker, ruffed grouse and ducks are also found within the Study Area.

### *Heritage Resources*

For the purpose of evaluating the archaeological site potential within the Study Area, a Stage 1 Archaeological Site Assessment will be completed. All recommendations noted as part of the assessment will be implemented during the design and construction phases of the project.

Alternative 1, Maintain Existing Conditions, is not anticipated to have negative impacts on the natural environment relating to construction but may result in air quality deterioration due to increased idle times.

Alternative 2, Widen Great Northern Road, Alternative 5, Extend Sackville Road to Industrial Court A and Alternative 6, Extend Industrial Park Crescent to Second Line, are expected to have a minimal impact on the natural environment as they are located within areas that have been previously developed or cleared.

Alternative 3, Extend North Street to Third Line, is anticipated to have potential negative impacts on the natural environment as there would be a loss of trees and wooded area and road construction would intersect Fort Creek Tributaries.

Alternative 4, Extend Sackville Road to Third Line, would be constructed along the existing cleared utility corridor, creating a minimal loss of trees and wooded area but could possibly result in negative environmental impacts as the road would intersect Fort Creek tributaries.

### ***3.2.2 Social Environment***

#### *Land Use*

The central section of the Study Area along Great Northern Road mainly consists of properties listed as commercial, industrial and institutional zones. Specifically listed as a “highway zone”, the properties between Second Line and Third Line along the corridor are intended for use by commercial transportation businesses and commercial uses (e.g. car dealerships, home building supply retailers, etc.) that require large properties. General commercial and medium industrial zones are also located along the corridor.

Single family detached residential zones are situated adjacent to the Fort Creek Conservation Area and Old Garden River Road. Park/recreational areas are located west of Black Road between Old Garden River Road and Second Line and within the boundaries of the Fort Creek Conservation Area. Rural area, environmental management, and residential (single detached, low and medium density) zones are located around the perimeter of the Study Area.

The Study Area also includes Class “A” and Class “B” truck routes. Class “A” truck routes are located along Second Line, Peoples Road and Third Line (west of Great Northern Road). Class “B” truck routes used between the hours of 7:00am and 8:00pm Monday through Saturday are located on Black Road north of Second Line and Third Line (east of Great Northern Road).

#### *Utilities*

With the exception of the northeast portion, the majority of the properties located within the Study Area are serviced by municipal water and sanitary sewer services. 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. Great Lakes Power;
4. Algoma Power;
5. Bell Canada;
6. Shaw Cable; and
7. Union Gas.

#### *Recreation*

There are numerous recreational opportunities in the Study Area. The Fort Creek Conservation Area is largely an un-developed woodlot often used for hiking, snow shoeing



and cross country skiing. Strathclair Sports Complex is a municipal outdoor athletic field which accommodates several baseball and soccer facilities while the nearby Strathclair Farm's Horse and Pony Club offers horseback riding lessons and summer camps. The Hub Tail, snowmobile trails, cycling routes and several small municipal parks are also located within the boundaries of the Study Area.

Alternative 1 is not anticipated to have a positive impact on the socio-economic environment as increased traffic congestion would contribute to a reduced standard of service along Great Northern Road. Drivers may begin to avoid the corridor due to increased difficulty in accessing adjacent businesses as well as the time and fuel costs associated with traffic delays.

Alternative 2 is anticipated to decrease traffic congestion resulting in a higher level of service but may also lead to a somewhat negative socio-economic impact. Expansion of Great Northern Road from five lanes to seven lanes would increase the corridor capacity; however, it is likely that access to adjacent properties would be more difficult due to the number of lanes that would need to be crossed. The addition of lanes would also impact pedestrian users of the area making it more difficult to cross the road. The implementation of this alternative would also require significant expenditures for property acquisition and construction and would have considerable impacts to the users of the road and adjacent businesses.

The options of extending North Street, Sackville Road (to Third Line or Industrial Court A) and Industrial Park Crescent are expected to have similar impacts on the socio-economic environment. The four alternatives include the construction of a new road and will result in a shift in traffic in the area. It is anticipated that a street extension (either North Street or Sackville Road) would experience an increase in traffic, which may be found to have a detrimental effect on the immediate area; however, the socio-economic impacts on a larger scale would include increased level of service in the corridor, alternate routes and would likely be beneficial to the City as a whole. Economic impacts would be minimal to adjacent landowners and there would be no significant construction impacts to traffic or land access.

### ***3.3. Solicit Input on Alternative Solutions***

An informal Public Information Centre (PIC) was held on December 10, 2009 in the Biggings Room of the Sault Ste. Marie Civic Centre. Representatives from both the Consultant and the City were available throughout the late afternoon and early evening to discuss the project.

The focus of this first PIC was to present the problem statement and identified alternatives, and to seek public input on the project to potentially recognize further alternatives.

Copies of the presentation boards, attendance records and comments received at the PIC are attached in Appendix 2. Comment responses are also included as part of this appendix.

### ***3.4. Evaluation of Alternative Solutions***

In order to compare the alternative solutions, each was examined in order to determine how it addressed a set of evaluation criteria. Following the application of the criteria, a preferred solution would be 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 (best), 2 (neither best nor worst) or 3 (worst). The scores are based on the anticipated results of implementing the alternatives.

#### 1) Technical Criteria

##### 1a) Ability of the option to address the stated problem.

This criterion reflects the technical ability of each of the alternatives to successfully address the problem identified at the outset of the Class EA process. If an identified alternative does not address the stated problem, it will not be considered further during the EA process.

A ranking of 3 in this criterion indicates that the purpose for undertaking the Class EA process is not addressed by the alternative.

A ranking of 1 in this criterion reflects the ability of the alternative to potentially fully address the issue.

Alternatives ranked 2 somewhat address the problem, but to a lesser extent than those ranked 1.

##### 1b) Vehicular Traffic Flow

This study has been prompted by an identified lack of vehicular traffic capacity in the Great Northern Road corridor. 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.

##### 1c) Pedestrian 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.

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 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.

#### 1d) Infrastructure Upgrading Opportunities

This criterion provides an opportunity to assign a rating for the potential of a given alternative to provide an opportunity to upgrade local infrastructure normally associated with road works. For example if an alternative includes construction of a new road through an existing easement where water and sewer mains already exist, there is little opportunity to upgrade infrastructure. If an alternative includes construction of a new road in an area where watermain can be looped to improve distribution system pressures, this would be considered a beneficial side-effect.

A ranking of 3 indicates that there are no significant opportunities to upgrade/enhance infrastructure.

Alternatives which provide the possibility of beneficial infrastructure upgrades are assigned a rank of 1.

Minor improvements made possible through the implementation of alternatives would result in a ranking of 2 for those alternatives.

#### 1e) Implementation of the Alternatives

This criterion provides the opportunity to assign ratings to alternatives which reflect the anticipated difficulties in implementing the proposed works. Issues such as constructability, disruption to local businesses and residents, traffic impacts during construction and other similar items are considered as part of this criterion.

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) Environmental Criteria

2a) 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 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.

2b) 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 alter land uses and social interests are given the worst rank of 3.

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

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

2c) Economic Environment

Similar to social environment, this criterion reflects the potential impacts of a given alternative on the economic attributes of the study area.

Alternative which have a significant negative impact on the local economic situation receive a rank of 3.

Alternatives anticipated to have significant positive 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.

3) Cost/Financial Criteria

3a) Capital Construction Cost

Capital construction costs refer to the actual dollar amounts for the construction of an alternative. These costs include both the physical construction as well as the engineering and associated administrative costs.

This criterion is ranked based on “high level” cost estimates since no detailed or preliminary designs have been completed. Capital cost rankings are low (1), medium (2), and high (3).

3b) Property Acquisition Cost

This criterion provides a measure for the anticipated costs to acquire properties needed for the construction of each alternative.

This criterion is ranked on the extent of properties needed to be acquired by the City. The rankings are high (3), moderate (2) and low (1) based on the number of properties needed, their sizes, and assessed values.

3c) Operation and Maintenance Cost

Ongoing costs to maintain the alternatives are ranked with this criterion. Typically more complex alternatives are more costly to maintain; accordingly the alternatives are ranked based on their anticipated relative costs for maintenance.

Alternatives which are more costly to operate are given a higher score.

### ***3.4.2 Evaluation Summary***

An evaluation of the alternative solutions 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 3.

#### **Alternative 1: Maintain Existing Conditions (“Do Nothing”)**

This option was found to be unacceptable as it did not address the stated problem related to traffic capacity of the Great Northern Road corridor, nor did it provide an alternate route. Accordingly, Alternative 1 was not considered further. (Consequently, it was noted that Alternative 1 did not address vehicular traffic flow or infrastructure upgrading opportunities and created a negative economic impact. While the financial and technical aspects of implementing this option were acceptable, the environmental criteria were poorly addressed).

#### Alternative 2: Widen Great Northern Road

While the widening of Great Northern Road does provide increased traffic capacity, a redundant corridor is not created and the impacts to property access and pedestrian traffic were seen to be negative. Alternative 2 also scored very poorly on the Economic Environment, Financial and Implementation criteria as the addition of two additional lanes along the two kilometre stretch of Great Northern Road would be extremely expensive and technically difficult to implement due to necessary upgrades and property acquisition.

#### Alternative 3: Extend North Street to Third Line

The extension of North Street addresses the stated problem as it provides the addition of a north-south corridor expected to result in a decrease in traffic along Great Northern Road. While Alternative 3 scored well on most aspects of the Technical Criteria, it still requires the construction of a new road through an un-developed area and upgrades to the existing road. This alternative scored poorly on the Economic, Social and Natural Environment criteria as cost of construction and property acquisition would be high and green space used for recreational purposes would be altered.

#### Alternative 4: Extend Sackville Road to Third Line

Alternative 4 is felt to adequately address the stated problem through the provision of an alternate north-south transportation corridor between Third Line and Second Line. Similarly to Alternative 3, Alternative 4 was found to have favourable impacts on vehicular and pedestrian traffic as congestion on Great Northern Road is anticipated to be diverted and new pedestrian routes are possible. There would be minimal impacts to adjacent landowners as construction should not significantly affect traffic or land access. Environmental impacts were also deemed to be minimal as the utility corridor has been previously cleared and the costs for implementation of this alternative were found to be acceptable.

#### Alternative 5: Extend Sackville Road to Industrial Court A

The extension of Sackville Road to Industrial Court A decreases traffic congestion on Great Northern Road but does not create a redundant corridor. This option provides a non-ideal geometry and mainly impacts traffic associated with the industrial park. While the technical aspects of implementing this alternative were only somewhat addressed, the financial and environmental criteria were found to be acceptable.

#### Alternative 6: Extend Industrial Park Crescent to Second Line

While the extension of Industrial Park Crescent to Second Line reduces traffic congestion along the Great Northern Road corridor, this alternative scored poorly on the technical criteria. The extension would increase traffic congestion along Industrial Park Crescent as well as Second Line where a new signalized intersection would be required. Property acquisition would also be required. Financial, social and environmental criteria were well addressed.

### **3.5. Description of Preferred Solution**

Following the Evaluation of Alternatives, Alternative 4 was identified as the preferred solution.

The extension of Sackville Road to Third Line will address the stated problem of deficiencies in capacity along the Great Northern Road corridor between Second Line and Third Line. The design of the new road will include the construction of a two lane, Class A road that will incorporate the design of a new sanitary sewer south of Industrial Court B.

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

The preferred solution consists of the construction of approximately 800 metres of new road between the north end of Sackville Road and Third Line. Due to the limited scope of construction, relatively flat terrain in the area, 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 introduction of horizontal and vertical curves along the extension of Sackville Road are based on the existing utility structures as well as gullies and drainage courses along the cleared corridor.

Two alternative designs have been developed for the horizontal alignment of the extension. The first option is to construct the new road to the east of the existing hydro poles, adjacent to the wooded area and businesses located at the end of Industrial Court A and Industrial Court B. The second option is to construct the Sackville Road extension along the west side of the utility corridor, partially adjacent to the residential properties along Northridge Road and the undeveloped area between Northridge Road and Third Line.

The vertical alignment for the both options described above will closely follow the existing topography, resulting in an essentially flat vertical grade only dipping in areas of existing gullies or drainage courses.

### **4.2. Cross Section**

Alternative designs for the road cross section of a potential Sackville Road extension would address issues such as traffic capacity via the number of lanes, facilities for pedestrians and other non-motorized users, as well as surface drainage via open ditches or storm sewers.

Construction of a new two lane road would be expected to provide adequate capacity as it is noted in the Sault Ste. Marie Transportation Planning Study that a two lane road is capable of



carrying 14,000 vehicles per day (vpd). The design of a two lane road would also match the current layout of the existing Sackville Road.

Throughout the Class EA process, the inclusion of facilities for non-motorized uses such as bicycles has been suggested by local interest groups. Further, the City is currently completing the Hub Trail system along Third Line and it is proposed that a link to the trail system be incorporated into any alternative design. Existing conditions on Sackville Road include one sidewalk along the west side of the road. Due to the nearby Superior Heights High School and adjacent residential properties, it is recommended to continue at least the same level of service for pedestrians on an extension of Sackville Road.

An urban Class A road with storm sewers, catch basins and concrete curb and gutter is recommended. 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 sidewalks and/or paved paths.

#### ***4.3. Intersection Configurations***

The implementation of Alternative 4 will require the construction of a new tee intersection at Third Line. It is proposed that the intersection provide dedicated lanes for east and west turns from Sackville Road. It is also proposed that traffic on Sackville Road be controlled with a stop sign until such time as traffic volumes warrant signalization.

A new intersection at Mary Avenue will also be required. It is recommended that this tee intersection be controlled with a stop sign for traffic on Mary Avenue.

#### ***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 closer to the south end of a proposed extension while the north portion of the road will sag in the areas where the ground elevation dictates (e.g. gullies, etc.).
3. The anticipated traffic volumes for a Sackville Road extension can be accommodated with a two lane road.
4. Pedestrian traffic facilities should be considered along the Sackville Road extension as a link to the existing Hub Trail located along Third Line.
5. The intersections at Third Line and Mary Avenue should be constructed as tee intersections and sign controlled.

Based on the above conclusions, two alternative design options were developed for Alternative 4 and are as follows (schematics of the Alternatives are provided in Appendix 4).

#### Alternative 4 - Option 1: East Alignment of Sackville Road Extension

This alternative would provide a two lane road positioned along the east side of the utility corridor. The south end of the new road will curve to the east to avoid existing hydro poles and cause less disruption to the residential properties located to the west. The road will continue to follow a straight line alignment along the east side of the cleared utility corridor, realigning slightly to the east at the north end before intersecting with Third Line.

#### Alternative 4 – Option 2: West Alignment of Sackville Road Extension

This alternative would be positioned on the west side of the hydro lines adjacent to the residential properties located along Northridge Road. It would provide a straight two lane road that realigns to the east at the north end before intersecting with Third Line.

### **4.5. Preferred Design**

The environmental impacts of Option 1 and Option 2 are essentially the same and can be mitigated through standard construction and maintenance practices. Both options will result in the construction of approximately 800 metres of new road through the existing cleared utility corridor.

Option 1 was chosen as the preferred 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 option also provides for the proposed road to be further away from residential properties to the west.

### **4.6. Solicit Input on Preferred Alternative and Designs**

A second PIC was conducted on November 24, 2010 to present the preferred solution and preliminary design options to the Public. The opportunity was provided and the Public was encouraged to discuss and provide comments on the presented information.

Twelve residents were in attendance at the second PIC and the specific issues raised mainly involved the addition of a multi-use path along the Sackville Road extension that would connect to the Hub Trail located on the south side of Third Line.

Very little input was received regarding the two alternative designs presented; however, a general preference for Option 1 was noted.

Copies of the presentation boards, attendance records and comments received at the PIC are attached in Appendix 4. Further consultation was also carried out with Mr. Robert Rattle, a concerned citizen who expressed interest in the project. Mr. Rattle noted concern that facilities for alternative modes of transportation should be included in any preferred design, and that demand management strategies be implemented by the City in order to promote non-motorized methods of transportation. As a result of this consultation, the City agreed that trail facilities would be included in the preferred design, and confirmed that demand management strategies will be included in the Transportation Planning Study update scheduled to be completed in 2012.

## **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 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, with a copy to the City of Sault Ste. Marie at the addresses below:

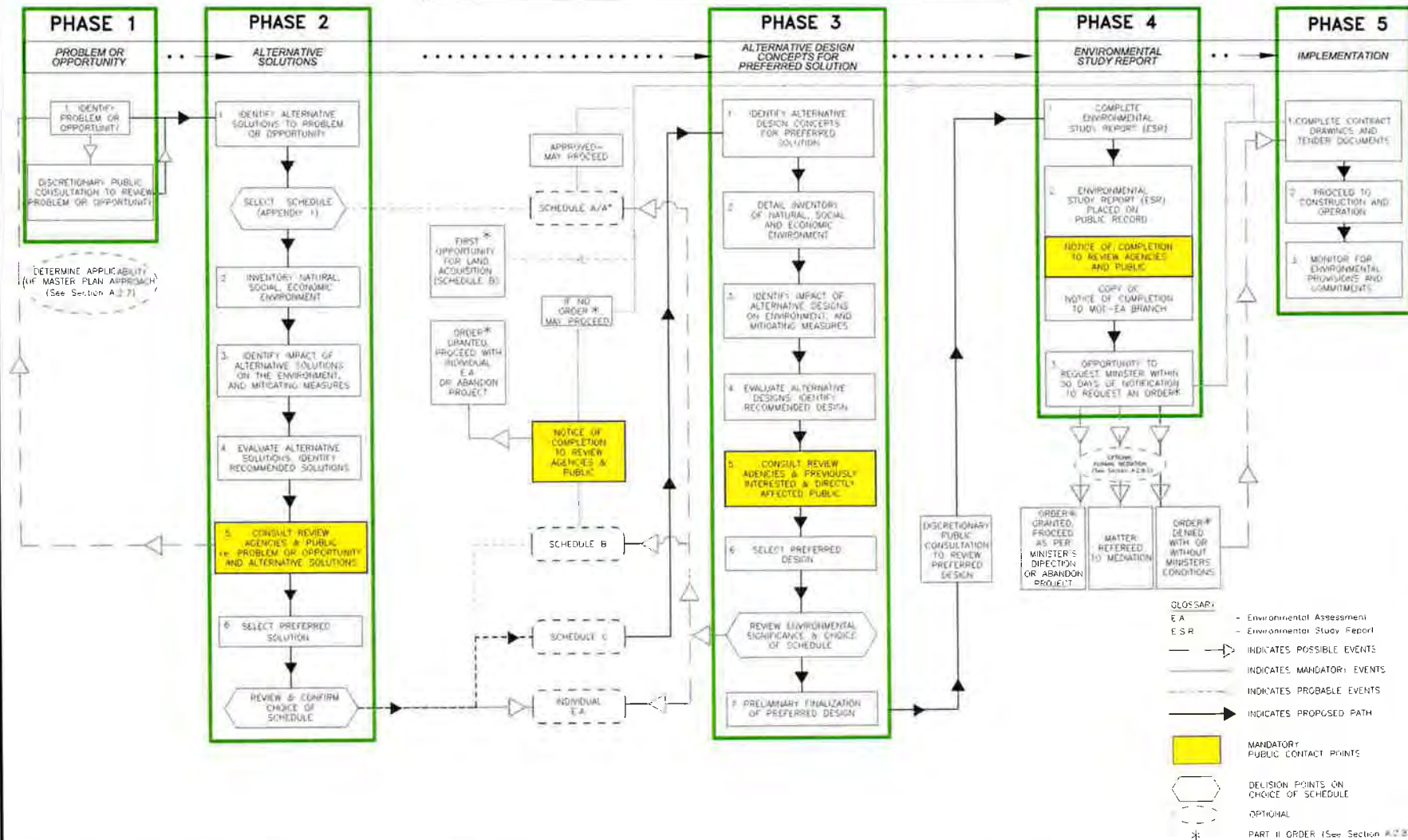
The Honourable John Wilkinson  
Minister of the Environment  
77 Wellesley Street West  
11th Floor, Ferguson Block  
Toronto ON M7A 2T5

Director of Engineering Services  
City of Sault Ste. Marie  
5<sup>th</sup> Floor, Civic Centre  
99 Foster Drive  
Sault Ste. Marie, ON P6A 5X6

**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 PROVIDED IN THE  
MCA CLASS EA DOCUMENT



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



APPENDIX 2  
DECEMBER 10, 2009 PUBLIC INFORMATION CENTRE

## **PUBLIC NOTICE - GREAT NORTHERN ROAD CORRIDOR TRAFFIC CAPACITY IMPROVEMENTS**

### **Project**

The City of Sault Ste. Marie is conducting a study to investigate alternatives to improve the traffic efficiency of the Great Northern Road Corridor between Second Line and Third Line. It has been identified that Great Northern Road in this area is currently experiencing traffic volumes which are approaching the road's capacity and usage is anticipated to increase in the future.

### **Background**

A Transportation Master Plan for the City of Sault Ste. Marie was completed in 2002 which included an analysis of the City's future road transportation needs. Study conclusions identified traffic capacity deficiencies in the Great Northern Road corridor between Second Line and Third Line. It was recommended that Great Northern Road in this area be widened to seven lanes, or a ring road system be implemented to divert a portion of the traffic. Improvements to the Great Northern Road/Second Line intersection were also recommended in the study report and are in the process of being implemented.

A Traffic Impact Study examining the effects of developing the Sault Area Hospital (SAH) site near Great Northern Road and Third Line was completed in 2005, with an analysis of post hospital development traffic flows. The study identified the Great Northern Road/Second Line intersection as having an insufficient capacity to adequately handle the expected demand. It was also noted that there is insufficient property available to effectively upgrade the intersection and that the implementation of a ring road system would be a viable alternative. The ring road system involved the extensions of Third Line, Pine Street and Sackville Road. Two possible alternatives to the Sackville Road extension were also considered and included the extension of Industrial Park Crescent south to Second Line and a connection between Sackville Road and Industrial Park Crescent.

### **Invitation for Public Involvement**

A Public Information Centre (PIC) will be held on **Thursday, December 10, 2008**, in the Biggings Room, Level 3, Civic Centre, 99 Foster Drive, from 3 to 7 p.m. to review the project plans, and to receive input and comment from interested parties. All members of the public are welcome to attend at any time between the hours of 3 and 7 p.m. on the above-noted date. Project staff will be available to discuss issues and concerns with members of the Public.

Further details may be obtained from:

Michael Kresin, P. Eng  
Kresin Engineering Corporation  
536 Fourth Line East  
Sault Ste. Marie, ON P6A 5K8  
705-949-4900

Don Elliott, P. Eng.  
Director of Engineering Services  
City of Sault Ste. Marie  
705-750-5329



**Appendix 2a  
Information Presented**



# CITY OF SAULT STE. MARIE GREAT NORTHERN ROAD CORRIDOR TRAFFIC CAPACITY IMPROVEMENTS SECOND LINE TO THIRD LINE



## WHY IS THE PROJECT BEING UNDERTAKEN?

- The purpose of the study is to develop and assess alternative courses of action to address the identified lack of traffic capacity on Great Northern Road between Second Line and Third Line.
- Upon completion of the project, the City will have a recommended preferred alternative solution which can be implemented when required.

## WHAT ARE THE ALTERNATIVE SOLUTIONS?

- 1 - Maintain existing conditions.
- 2 - Widen Great Northern Road to 7 lanes.
- 3 - Extend North Street to Third Line.
- 4 - Extend Sackville Road to Third Line.
- 5 - Extend Sackville Road to connect with Industrial Court A.
- 6 - Extend Industrial Park Crescent to Second Line.
- 7 - Others? Public input is encouraged.

## PROBLEM STATEMENT

- Current traffic volumes on Great Northern Road between Second Line and Third Line are at or are near the road's design capacity.
- Traffic flow at peak periods is impeded due to congestion.
- Traffic levels are predicted to increase in the future due to development in the area.



# CITY OF SAULT STE. MARIE

## GREAT NORTHERN ROAD CORRIDOR

### TRAFFIC CAPACITY IMPROVEMENTS

#### SECOND LINE TO THIRD LINE



#### EVALUATION CRITERIA

ECONOMIC CONSIDERATIONS						
ALTERNATIVE CRITERIA	1 MAINTAIN EXISTING CONDITIONS	2 WIDEN GREAT NORTHERN RD	3 EXTEND NORTH STREET	4 EXTEND SACKVILLE ROAD TO THIRD LINE	5 EXTEND SACKVILLE ROAD TO INDUSTRIAL COURT A	6 EXTEND INDUSTRIAL PARK CRESCENT TO SECOND LINE
<b>COST OF CONSTRUCTION</b> (capacity, delay, access)	<ul style="list-style-type: none"> <li>Not Applicable.</li> </ul>	<ul style="list-style-type: none"> <li>High cost for construction due to extent of required upgrades as well as property acquisition.</li> </ul>	<ul style="list-style-type: none"> <li>Capital construction costs will include road construction, utility installation and improvements to North Street and Intersections.</li> <li>Property acquisition required for ravine crossings.</li> <li>Structures required for ravine crossings.</li> </ul>	<ul style="list-style-type: none"> <li>Capital construction costs will include road construction, utility installation and improvements to Sackville Road and Intersections.</li> <li>Property acquisition required for R.O.W.</li> </ul>	<ul style="list-style-type: none"> <li>Capital construction costs will include road construction, utility installation and improvements to Sackville Road and Industrial Court A.</li> <li>Property acquisition required for R.O.W.</li> </ul>	<ul style="list-style-type: none"> <li>Capital construction costs will include road construction, utility installation and improvements to Industrial Park Crescent.</li> <li>Property acquisition and building demolition required for R.O.W.</li> </ul>
<b>COST TO ADJACENT LANDOWNERS</b> (residential, commercial)	<ul style="list-style-type: none"> <li>Lower level of service will result in negative economic impacts to businesses along Great Northern Road.</li> <li>Increased lost time/fuel costs due to traffic delays.</li> </ul>	<ul style="list-style-type: none"> <li>High cost to adjacent businesses during construction due to lack of access.</li> <li>Continued difficult access following construction due to number of traffic lanes and increased traffic control measures (i.e. centre median).</li> </ul>	<ul style="list-style-type: none"> <li>Adjacent landowners will not be significantly impacted economically.</li> <li>No significant construction impacts to traffic or land access.</li> </ul>	<ul style="list-style-type: none"> <li>Adjacent landowners will not be significantly impacted economically.</li> <li>No significant construction impacts to traffic or land access.</li> </ul>	<ul style="list-style-type: none"> <li>Adjacent landowners will not be significantly impacted economically.</li> <li>No significant construction impacts to traffic or land access.</li> </ul>	<ul style="list-style-type: none"> <li>Adjacent landowners will not be significantly impacted economically.</li> <li>No significant construction impacts to traffic or land access.</li> </ul>

SOCIAL CONSIDERATIONS						
<b>IMPACTS ON LAND USERS / RESIDENTS AND OWNERS</b>	<ul style="list-style-type: none"> <li>Increased traffic congestion will contribute to a reduced standard of service.</li> <li>Increased difficulty accessing adjacent lands/businesses.</li> </ul>	<ul style="list-style-type: none"> <li>Decreased traffic congestion results in higher level of service.</li> <li>Negative Impact on pedestrian use (i.e. crossings).</li> </ul>	<ul style="list-style-type: none"> <li>Will likely result in increased traffic on North Street.</li> <li>Potential for reduction in traffic on Second Line and Great Northern Road.</li> <li>Alteration of green space may impact recreational uses of Fort Creek Conservation Area.</li> </ul>	<ul style="list-style-type: none"> <li>Will likely result in increased traffic on Sackville Road.</li> <li>Potential reduction in traffic at Second Line/Great Northern Road Intersection and on Great Northern Road.</li> </ul>	<ul style="list-style-type: none"> <li>Will likely result in increased traffic on Sackville Road, Industrial Court A and Industrial Park Crescent.</li> <li>Potential for reduction in traffic at Second Line/Great Northern Road Intersection and on Great Northern Road.</li> </ul>	<ul style="list-style-type: none"> <li>Will likely result in increased traffic on Industrial Park Crescent.</li> <li>Potential for reduction in traffic at Second Line/Great Northern Road Intersection and on Great Northern Road.</li> <li>Addition of Intersection may decrease travel times on Second Line.</li> </ul>

ENVIRONMENTAL CONSIDERATIONS						
<b>NATURAL ENVIRONMENT</b>	<ul style="list-style-type: none"> <li>No impacts due to construction.</li> <li>Increased traffic congestion will likely result in deteriorated air quality due to increased idle time.</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impact on natural environment due to existing development.</li> </ul>	<ul style="list-style-type: none"> <li>Environmental impact due to loss of trees and wooded area.</li> <li>Potential environmental impact due to road intersecting Fort Creek tributaries.</li> </ul>	<ul style="list-style-type: none"> <li>Minimal loss of trees and wooded area due to the existing cleared utility corridor.</li> <li>Potential environmental impact due to road intersecting Fort Creek tributaries.</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impact on natural environment due to existing cleared utility corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Negligible impact on natural environment due to existing development.</li> </ul>



# CITY OF SAULT STE. MARIE

## GREAT NORTHERN ROAD CORRIDOR

### TRAFFIC CAPACITY IMPROVEMENTS

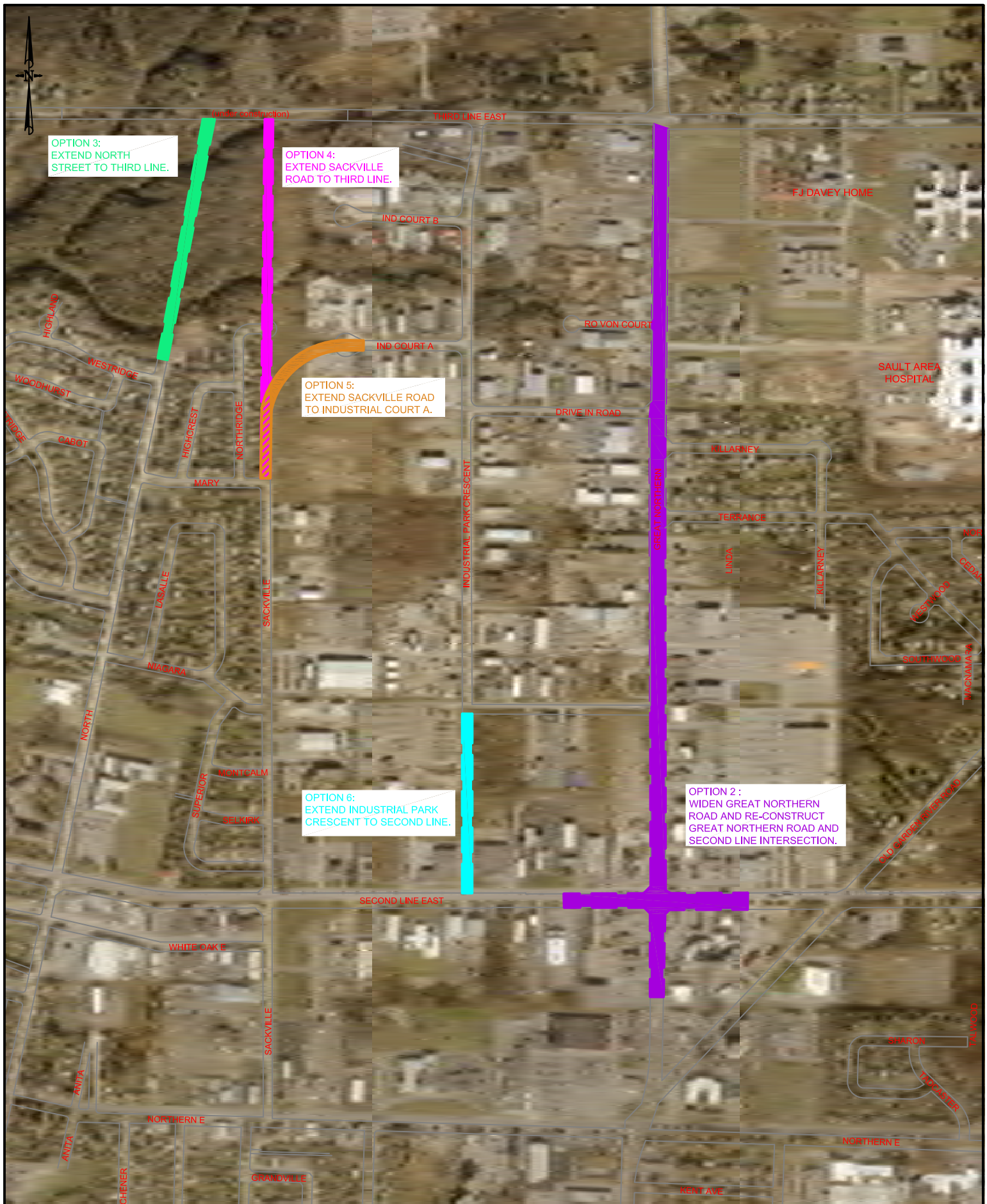
#### SECOND LINE TO THIRD LINE



#### EVALUATION CRITERIA

TECHNICAL CONSIDERATIONS						
ALTERNATIVE CRITERIA	1 MAINTAIN EXISTING CONDITIONS	2 WIDEN GREAT NORTHERN RD	3 EXTEND NORTH STREET TO THIRD LINE	4 EXTEND SACKVILLE ROAD TO THIRD LINE	5 EXTEND SACKVILLE ROAD TO INDUSTRIAL COURT A	6 EXTEND INDUSTRIAL PARK CRESCENT TO SECOND LINE
TRAFFIC OPERATIONS (capacity, delay, access)	<ul style="list-style-type: none"> <li>Without Improvements, road users will be faced with increased congestion, increased delays and associated reduced access to adjacent lands.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic congestion on Great Northern Road is reduced.</li> <li>Access to businesses on Great Northern Road will be Impeded due to the Increased number of lanes.</li> <li>Pedestrian traffic may be impacted.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic congestion on Great Northern Road is reduced.</li> <li>Increased traffic on North Street.</li> <li>Potential for reduction in traffic on Second Line.</li> <li>Provides corridor from Wellington to Third Line.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic congestion on Great Northern Road is reduced.</li> <li>Increased traffic on Sackville.</li> <li>Potential for reduction in traffic at Second Line/Great Northern Road intersection.</li> <li>Provides corridor from Northern Avenue to Third Line.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic congestion on Great Northern Road is reduced.</li> <li>Increased traffic on Sackville Road and Industrial Court A.</li> <li>Pedestrian traffic may be impacted.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic congestion on Great Northern Road is reduced.</li> <li>Increased traffic on Industrial Park Crescent.</li> </ul>
UTILITY CONSIDERATIONS (water, sewer, power, bell, etc.)	<ul style="list-style-type: none"> <li>Maintenance of existing underground Infrastructure will not be possible without major impacts to traffic flow.</li> </ul>	<ul style="list-style-type: none"> <li>Extensive modifications required to existing underground and overhead utility infrastructure.</li> <li>Provides an opportunity to upgrade existing utilities.</li> </ul>	<ul style="list-style-type: none"> <li>Some utility modifications will be required.</li> <li>Opportunity to upgrade/enhance utility networks.</li> </ul>	<ul style="list-style-type: none"> <li>Some utility modifications will be required.</li> <li>Opportunity to upgrade/enhance utility networks.</li> </ul>	<ul style="list-style-type: none"> <li>Some utility modifications will be required.</li> <li>Provides an opportunity to upgrade existing utilities.</li> </ul>	<ul style="list-style-type: none"> <li>Some utility modifications will be required.</li> <li>Opportunity to upgrade/enhance utility networks.</li> </ul>
CONSTRUCTABILITY (is the project overall feasible)	<ul style="list-style-type: none"> <li>Not Applicable.</li> </ul>	<ul style="list-style-type: none"> <li>Difficult option to construct; will likely require building demolition.</li> <li>Will require extensive modifications to 3 signalized intersections.</li> <li>Total length of road to be modified would be approximately 1650 meters.</li> </ul>	<ul style="list-style-type: none"> <li>Requires construction of approximately 600m of new road through wooded area.</li> <li>Modifications/upgrades will be required on the existing road.</li> <li>Fill material and structures will be required to traverse the ravines through the undeveloped land.</li> </ul>	<ul style="list-style-type: none"> <li>Requires construction of approximately 800m of new road along existing utility corridor.</li> <li>Modifications/upgrades will be required on the existing road.</li> </ul>	<ul style="list-style-type: none"> <li>Requires construction of approximately 450m of new road through hydro corridor.</li> <li>Modifications/upgrades will be required on the existing roads.</li> </ul>	<ul style="list-style-type: none"> <li>Requires construction of approximately 400m of new road through wooded area and developed properties.</li> <li>Modifications/upgrades will be required on the existing road.</li> <li>New signalized intersection at Second Line is required.</li> </ul>





**Appendix 2b  
Attendance List**

**GREAT NORTHERN ROAD CORRIDOR TRAFFIC CAPACITY IMPROVEMENTS****Public Information Centre Attendance List**

December 10, 2009 (Civic Centre - Biggings Room, 3:00 pm - 7:00 pm)

No.	Last Name	First Name	Address	City/Prov/Postal Code	Telephone
1	Baldwin	Denis	250 River Road	Sault Ste. Marie, ON P6A 6C7	705-759-4951
2	Barill	Don	202 Boundary Road	Sault Ste. Marie, ON P6A 5B9	705-949-0241
3	Bell	Kevin	40 Autumn Drive	Sault Ste. Marie, ON P6A 6S3	705-759-6515
4	Bertrim	Jason	642 Great Northern Road	Sault Ste. Marie, ON P6B	705-759-9200
5	Biasucci	Sam	64 Industrial Park Cres	Sault Ste. Marie, ON P6B 5P2	705-943-8877
6	Cameron	Judy	Fort Creek Area	Sault Ste. Marie, ON	705-253-7469
7	Delpaggio	Dom	43 Grandhaven Cres	Sault Ste. Marie, ON P6B 3Y4	705-245-5530
8	DiTommaso	Fausto	363 River Road	Sault Ste. Marie, ON P6A 5K9	705-946-9552
9	Godfrey	Damon	360 Second Line East	Sault Ste. Marie, ON P6B 4J9	705-949-118.
10	Huntley	Gary	21 Mary Avenue	Sault Ste. Marie, ON P6B 5W1	705-949-7151
11	Jakomait	Bill	24 Parker Avenue	Sault Ste. Marie, ON P6B 6A1	705-759-3223
12	McAuley	Pat	26 The Drive	Sault Ste. Marie, ON P6B 1B7	705-256-2101
13	Parrella	Dominic	83 Westridge Road	Sault Ste. Marie, ON P6C 5W7	705-759-6552
14	Pletsch	Bill	203 Lake Street	Sault Ste. Marie, ON P6A 4B2	705-759-2975
15	Riopel	André	200 Case Road	Sault Ste. Marie, ON P6A 6J8	705-942-3119
16	Rumiel	Carl	46 Summit Avenue	Sault Ste. Marie, ON P6B 2S6	705-942-0436
17	Sewards	Frances	9 McPhail Avenue	Sault Ste. Marie, ON P6A 3K3	705-949-7703
18	Thomlinson	Bob	36 Woodhurst Drive	Sault Ste. Marie, ON P6C 5Y9	705-949-8915
19	Thorburn	Line	179 Sackville Road	Sault Ste. Marie, ON P6B 4T5	705-942-2979
The following did not sign the attendance sheet, but submitted comments.					
20	Barker	Ralph	100 Fort Creek Drive	Sault Ste. Marie, ON P6C 5T9	705-945-6168
21	Rattle	Robert		Sault Ste. Marie, ON	705-942-5818



**Appendix 2c  
Comments Received**

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

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

- ① I suggest another option to consider is the connection from Industrial Park to Sackville, opposite Mary Ave. Russo Developments, I recall, offered to build this at his cost since he would get serviced industrial lots created as a result.
- ② I think the EA should also look at possible route extensions on the east side of GNR. The traffic volume problem on GNR results from both east & west sides, so solutions should be found on both sides. Pine St extension will only help GNR between Mainline & Second line. Possible use of Terrace? Possible new road next to hospital? (a further extension of Pine)
- ③ North St extension could incorporate residential development and would not be straight, as shown.
- ④ Option 6 would require signal lights on Second line & with new signals at Pine St (another 'T') capacity of the corridor may be affected.
- ⑤ I suggest the "Russo" connection be done in the short term, and Sackville Rd extension done 5-8 years. An east side solution should also be considered in 5-8 years.

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

Name (print) Pat McAuley  
Address 26 The Drive  
Phone No. 256 2101

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

Kresin Engineering Corporation  
536 Fourth Line East  
Sault Ste. Marie, Ontario P6A 5K8  
Fax: 949-9965  
Email: [info@kresinengineering.ca](mailto:info@kresinengineering.ca)  
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by January 22, 2010.

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

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

As a resident of the Fort Creek Subdiv  
I am not in favour of Option 3  
as this Option would greatly  
increase the amount of traffic through  
the middle of this residential neighbourhood.  
Option 3 is not a reasonable option  
in my opinion which will meet  
with considerable opposition from all the  
residents of Fort Creek Subdiv.

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

Name (print)

Dominic Parrella

Address

83 Westridge Rd.

Phone No.

759-6552

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

Kresin Engineering Corporation  
536 Fourth Line East  
Sault Ste. Marie, Ontario P6A 5K8  
Fax: 949-9965  
Email: [info@kresinengineering.ca](mailto:info@kresinengineering.ca)  
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by January 22, 2010.

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

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

FROM THE OPTIONS SHOWN I PREFER OPTION 4  
OPTION 4 - (WOULD REDUCE THE TRAFFIC AT  
THE SECOND LINE AND GREAT NORTHERN RD.  
INTERSECTION)  
- WILL PROVIDE ACCESS TO EXISTING UTILITIES  
SUCH AS PUC POWER, GLP POWER, PUC  
WATERLINES AND POTENTIALLY ALLOW SANITARY  
SERVICING TO VACANT LANDS AND ELIMINATION  
OF THE INDUSTRIAL COURT PUMP STATION

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

Name (print) BILL PLETSCHE

Address 203 LAKE ST

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 5K8  
Fax: 949-9965  
Email: [info@kresinengineering.ca](mailto:info@kresinengineering.ca)  
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by January 22, 2010.

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

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

- ① My major concern is increased traffic on Mary Ave. caused by possible through traffic from either the North Street or Sackville options. Mary Ave is on the Bus Route (North Street) and gets narrow in the winter.
- ② I believe more than one option should be selected. The Pine Street extension should be put through to 3rd line. Option 4 extending Sackville to third line, should also be selected, unless the extension of North Street for the development of the subdivision (future) ~~at~~ at the current end of ~~St.~~ North Street will require North Street to be extended to third line anyways.
- ③ I would not like to see Mary Ave become part of a truck route.

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

Name (print)

Gary Huntley

Address

21 Mary Ave.

Phone No.

949-7151

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

Kresin Engineering Corporation  
536 Fourth Line East  
Sault Ste. Marie, Ontario P6A 5K8  
Fax: 949-9965  
Email: [info@kresinengineering.ca](mailto:info@kresinengineering.ca)  
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by January 22, 2010.

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

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

My first thought is "Why do anything"  
I travel Great Northern Rd. between Bruce Street  
and Third Line daily. Yes between 11<sup>am</sup> and  
5<sup>pm</sup> it can be busy, especially the Second  
Line area but, seldom do I wait more than  
one green light. Compared to Sault Ste. Marie,  
London, Kitchener etc. we are fortunate.

When the hospital opens there might be  
an increase but there are alternatives in  
the Black But Rd to Third Line and Peoples Rd  
to Third Line which by passes the Great Northern  
Rd.

In the event it becomes necessary to  
improve the system, my choice is Option 4  
or Option 5. It seems that these options would  
be much easier to build than say option 3  
which has to cross gullies etc. They would  
create less trouble for homeowners as North  
Street has many more homes than Dockville.

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

Name (print)

BOB THOMLINSON

Address

36 WOODHURST DR

Phone No.

949-8915

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

Kresin Engineering Corporation  
536 Fourth Line East  
Sault Ste. Marie, Ontario P6A 5K8  
Fax: 949-9965  
Email: info@kresinengineering.ca  
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by January 22, 2010.



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

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

7 OTHER

HAS IT BEEN CONSIDERED ?

OLD GARDEN RIVER ROAD - THROUGH CEAR  
HEIGHTS SUBDIVISION - I BELIEVE TERRANCE AVE  
AT CURVE OPEN TERRANCE RIGHT THROUGH TO  
HOSPITAL PARKING LOT.

ANOTHER CONSIDERATION :

PINE ST EXTENSION - CONTINUE ON TO OLD GARDEN  
RIVER ROAD TO ACCESS HOSPITAL VIA TERRANCE AVE

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

Name (print) \_\_\_\_\_

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 5K8  
Fax: 949-9965  
Email: [info@kresinengineering.ca](mailto:info@kresinengineering.ca)  
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by January 22, 2010.



**Eva Walls**

---

**From:** Sam Biasucci [sambiasucci@saldan.net]  
**Sent:** Friday, December 11, 2009 8:14 AM  
**To:** info@kresinengineering.ca  
**Cc:** 'Don Elliott'  
**Subject:** FW: Attached Image  
**Attachments:** 0845\_001.tif

Gentleman

Good presentation ,plenty of options,

Attached is my opinion for whatever it's worth.

Good luck.

Sam.

Sam Biasucci  
President  
Sal-Dan Developments Limited  
64 Industrial Park Cres.  
Sault Ste. Marie, ON  
P6B-5P2  
Office: 705-942-5540  
Cell: 705-943-8877  
Fax: 705-942-1130

---

**From:** saldan@shaw.ca [mailto:saldan@shaw.ca]  
**Sent:** Friday, December 11, 2009 7:38 AM  
**To:** Sam Biasucci E-mail  
**Subject:** Attached Image

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

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

*The Sackville Road extension alternative is the most practical with good distance from the Great Northern Road intersection and in need of reconstruction to a class A road.*

*Unlike North Street, there are very few homes and only on the west side of the street, no schools and little pedestrian traffic.*

*The east side of the road can provide property for any road widening.*

*I would strongly recommend a link from Sackville to Industrial Park as well.*

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

Name (print) Sam Biasucci

Address 64 Industrial Park Cres.

Phone No. (705) 942-5540 sambiasucci@saldan.net

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

Kresin Engineering Corporation  
536 Fourth Line East  
Sault Ste. Marie, Ontario P6A 5K8  
Fax: 949-9965  
Email: [info@kresinengineering.ca](mailto:info@kresinengineering.ca)  
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by January 22, 2010.

**Michael Kresin**

---

**From:** Ralph Barker [ralph.barker@shaw.ca]  
**Sent:** Friday, December 11, 2009 4:49 PM  
**To:** mike@kresinengineering.ca  
**Cc:** ralph.barker@shaw.ca  
**Subject:** Re: FW: Info re Great Northern Road Corridor Traffic Improvements

hi Mike,

I am a resident of the area, living on Fort Creek Drive, and here are my comments regarding this issue and the options presented.

regards,

Ralph Barker, P.Eng.

Option 1 - do nothing

I do not see this as an option. Something needs to be done.

Option 2 - Widen Great Northern Road

I am OK with this option, but it is probably my last choice at this point.

Option 3 - Extend North Street to 3rd line

I am OK with this option, but would rank it towards the bottom.

Option 4 - Extend Sackville Road to 3rd line

This is one of my preferred options - but see option #7.

Option 5 - Extend Sackville Road to Industrial Court A

This is one of my preferred options - but see option #7

Option 6 - Extend Industrial Park Crescent to Second Line

I am OK with this doing this, but don't think it really solves the problem. This will create another light on 2nd line (and hence more disruption to traffic there). Without a means to connect to 3rd line, this will also create more traffic at the points where any of the exits from the Industrial Park join onto Great Northern Road.

Option 7 - do BOTH options 4 and 5

I believe that this is the best option. The intersection of Sackville and Industrial Court A would probably have to be a 'T' instead of the curve shown on your drawings. This combination option provides a means to get right from 2nd line to 3rd line, using an existing intersection at 2nd line (i.e. no new light or change to traffic). It also provides a means for traffic in the Industrial Park to head west or south-west without having to go out onto Great Northern Road. If you were to only do option 4 (or option 3) on its own, then all of the traffic inside Industrial Park still has to flow back out onto Great Northern and then 2nd line, in order to get west. Also, since Sackville would be extended, the additional costs to connect to Industrial Court should be less than if option 5 was selected on its own (i.e. the total cost of my option 7 should be less than the combined cost of your currently shown options 4 and 5).

**Michael Kresin**

---

**From:** ANDRE RIOPEL [ariopel@shaw.ca]  
**Sent:** Monday, December 14, 2009 8:17 PM  
**To:** mike@kresinengineering.ca  
**Cc:** b.hayes@cityssm.on.ca; s.butland@cityssm.on.ca; s.myers@cityssm.on.ca;  
 j.caicco@cityssm.on.ca; f.fata@cityssm.on.ca; d.celetti@cityssm.on.ca;  
 l.turco@cityssm.on.ca; p.mick@cityssm.on.ca; t.sheehan@cityssm.on.ca;  
 l.tridico@cityssm.on.ca; o.grandinetti@cityssm.on.ca; d.mcconnell@cityssm.on.ca;  
 s.turco@cityssm.on.ca  
**Subject:** Re: RE: GNR Open House

Hi Mike:

In addition to my previous comments (see below), another Demand Management component is the "capacity shift" that will occur when Queen Street is reduced to 3 lanes from Pim east past the Golf Club to accommodate the planned bicycle lanes as identified in the HUB Trail and the Cycling Master Plans. I believe this should be part of your study and possibly be done concurrently with any planned road expansion. By doing this, the final GNR study may actually "reduce" the overall city wide lane km of roadway and, in essence, create an overall capacity "shift" instead of an increase. This should certainly please the environmental and health advocates.

Cheers

Andre

Hi Don:

Just wanted to send you my comments on the GNR Open House. Also, could Mike send me a copy of the alternatives flow chart as posted on the wall?

My suggestion is that Demand Management (DM) could be added to your six options. There is great opportunity to do so for this project. The objective of DM would be to reduce traffic volumes on GNR by providing alternatives to encourage more appropriate modes of transportation. We already have the Hub Trail servicing the Hospital Site. The Cycling Master Plan identifies various spokes and bike routes servicing the area (link from Fort Creek to Bawating and link between Sackville and Industrial Court). There is also an opportunity to build a sidewalk on the west side of GNR to encourage people to walk short distances instead of driving. The bus route could be altered to provide better service to this area. These are just some DM strategies that could be researched for this project. I'm sure there are many others and it would be great to have more ideas from the community. I would be more than happy to help with this if you would like.

Sincerely,

Andre Riopel

**City of Sault Ste. Marie  
Great Northern Road Corridor Traffic Capacity Improvements**



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

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

Entered on the online page on  
my comment.

I am sure that the other route being looked at  
will have to be used in some time.

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

Name (print)

Damon Gaultney

Address

536 2nd Line E Sault Ste Marie Ont P6A 5K8

Phone No.

905-949-1183

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

Kresin Engineering Corporation  
536 Fourth Line East  
Sault Ste. Marie, Ontario P6A 5K8  
Fax: 949-9965  
Email: info@kresinengineering.ca  
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by January 22, 2010.



## **GREAT NORTHERN ROAD CORRIDOR TRAFFIC CAPACITY IMPROVEMENTS**

In the early 1990 an assessment was made on finding the best route for traffic from Industry, bridge and downtown to the exits of our city. It was decided that the route would basically fall on Hudson Street from Queen Street to Second Line. This route was completed in early 2005 and was called Carmen's Way.

The Second Line was to be dedicated to be the bypass. Some people felt that the Carmen's Way should be extended past the Second Line along the edge of the conservation authority to the power line at the Third Line in the future. Since a right of way already exists, the highway that bypasses Garden River could continue along this route to the intersection of the power line going north – also it could join with the extension of Carmen's Way at this point. Thus giving us a short route to our city, the bridge and industry from both the east and the west, at the same time allowing all Canadian east west traffic to traverse out city by a convenient bypass.

Since this study is to find a good route between the Second Line and Third Line, west of Great Northern Road. I would suggest that at this time the extension of Carmen's Way to the Third Line could be a strong consideration. To move traffic it is best to have limited access straight-line shortest route options. I would hope that this suggestion would be an acceptable option to look at.

For further information, I would be pleased to meet with the people involved.

Damon Godfrey  
360 Second Line East  
Sault Ste. Marie, On P6B 4J9

COPY

Eva Walls

**From:** Thorburn, Line (JUS) [Line.Thorburn@ontario.ca]  
**Sent:** Wednesday, January 20, 2010 11:45 AM  
**To:** info@kresinengineering.ca  
**Subject:** ATTENTION MR. MICHAEL KRESIN  
Capacity Improvements

Great Northern Road Corridor TRaffic

**Importance:** High

Good morning Mr Kresin

This is my response and request regarding the opening of Sackville Road.

I would appreciate all other avenues be exhausted before a final decision to open the end of Sackville Road be finalized.

I don't know how many others from the area attended the information evening but I know I can get quite a few signatures from families requesting Sackville not be opened. There were several residence in attendance at the meeting the city development folks held regarding this issue on the earlier date.

Also, I think it might be wise to wait and see if the traffic congestion on Second Line-Great Northern will improve with the opening of Peoples Road-Third Line.

Another option might be to complete the road from Industrial Park to Second Line as the road is already 3/4 completed and this would keep TRANSPORTS and other motorized vehicles out of our residential area.

This is my final remarks regarding this issue. If you open Sackville Road to Third Line you will be creating havoc on our street just like the mess they have on Pine Street. A co-worker resides on Pine Street and has an incredibly difficult time getting out of her driveway. At times her friend who is a police officer would have to literally go onto the road and stop the vehicles to allow her to get out.

As you are well aware, when people see a straight road it is used as a freeway with little or no regards to the families that reside there.

If you wish to contact me I may be reached at work at the number below or at my home number 942-2979. I live at 179 Sackville Road.

Thank you,

Line Thorburn  
Client Service Rep.  
705-945-8000 ext. 432  
[line.thorburn@ontario.ca](mailto:line.thorburn@ontario.ca)

**Michael Kresin**

---

**From:** Robert Rattle [robert14robert@yahoo.ca]  
**Sent:** Friday, January 22, 2010 11:13 AM  
**To:** Michael Kresin; 'Elliott Don'  
**Cc:** b.hayes@cityssm.on.ca; s.butland@cityssm.on.ca; s.myers@cityssm.on.ca;  
 j.caicco@cityssm.on.ca; f.fata@cityssm.on.ca; d.celetti@cityssm.on.ca;  
 l.turco@cityssm.on.ca; p.mick@cityssm.on.ca; t.sheehan@cityssm.on.ca;  
 l.tridico@cityssm.on.ca; o.grandinetti@cityssm.on.ca; d.mcconnell@cityssm.on.ca;  
 s.turco@cityssm.on.ca  
**Subject:** Fw: RE: GNR Corridor Traffic Capacity Improvement Study  
**Attachments:** 2009-12-10 displays.pdf

Hi Mike,

Thank you for providing the PIC displays for reference.

Let me preface this feedback on the PIC with these two comments to give you my perspective on participation: I make these suggestions as a resident tremendously interested in a reduced level of traffic along the project corridor; and as a resident who is becoming increasingly alarmed at the escalating level of aggressive driver behaviour in the Sault. How we design our roads and city defines how we socially choose to be mobile, and also defines how we approach those mobility choices in a social context.

As I look through the listed alternative solutions, I see three categories: 1) maintain the existing conditions; 2) expand the road network system in some form; and 3) solicit public input (which is really not a category, but will hopefully succeed in identifying more). These categories I would list as the 'alternative courses of action' that have yet been proposed. Would you agree?

For 1) Maintain existing conditions - is this effectively 'do nothing' or does it imply maintain existing conditions, as stated? If this is intended to mean maintain existing conditions, was it intended to be accompanied by additional measures to resolve the problem laid out in the problem statement and prevent further deterioration of conditions (ie. maintain existing conditions)?

For 2), expansion of road network - as engineers with considerable experience in traffic engineering, I'm sure you would agree that, given the evidence both locally and as reported in professional journals, road network expansion has consistently failed to achieve a solution in the long term - it's officially called latent demand, right? In other words, based on available evidence, would it not be logical to conclude that 2) will prove to be a temporary, and costly, response at best? If you can offer any documented evidence that, over the long term (say 5 years plus) an expanded road network has actually resulted in reduced traffic (where high traffic volumes generate congestion), I will gladly refocus my energies on this project.

As for the alternative courses of action and solutions presented at the PIC, I was quite disappointed in what was presented. By that point in time, one would have expected more than two alternative courses of action to be presented. I am certain you can generate a better list of proposed courses of action than 'do nothing' and 'build something' before soliciting comments from the public. I am very confident from conversations with both city staff and consultants, that there is a tremendous amount of expertise, knowledge and wisdom available to provide additional courses of action to resolve the problem statement. If I were not so skeptical, it might appear that the approach taken is one that intends to shape public opinion for a specific solution through a public information campaign, rather than one that genuinely seeks input. It does not require much effort to identify any number of ways to 'build something' or 'do nothing', especially once widespread public support has been manufactured. What are the other proposed alternative courses of action that were not made at the PIC? Unless there is a specific policy to shape public opinion into believing the best alternative course of action is to 'build

something' - which is clearly the overweighted course of action, listing five specific potential solutions - there must be more in terms of alternative courses of action you can propose? I suggest a few below, and hope you will explain why they may or may not be appropriate (alone or in combinations), as well as identify additional options.

I approached these alternative courses of action by considering options to resolve certain identified traffic volumes that does not involve 'building something' or 'doing nothing'. Can you identify others and share them with residents? What about the vast repertoire of opportunities that reside between the opposite ends of the spectrum offered? Would it be fair to request reconsideration of these options and classify them as alternative courses of action, listing perhaps 5 - 10 prior to presenting any specific solutions to the public? Perhaps only list the alternative courses of action and solicit, at that point, input from the public on both alternative courses of action and specific solutions?

First, I raise a couple comments/questions about the first few displays presented at the PIC. These displays are the foundation of how the problem is identified and why the project is being undertaken. As a result, they strongly influence the courses of action and proposed solutions most likely to be selected, and the public perceptions of the project.

The first display identified the purpose of the study as to develop and assess "alternative courses of action to address the identified lack of traffic capacity..." Might this not severely limit possible alternative courses of action by directing attention to an assumed 'lack of traffic capacity.' Was this intended? Since a 'lack of traffic capacity' implies, if not states, too little road, the alternative courses of action implied must all result in an expansion of road. However, at midnight, for just one example, unless you have better information, there does not appear to be a 'lack of traffic capacity' along the study corridor. This certainly raises the question why this project is being undertaken, and certainly raises fundamental challenges to the need to address a 'lack of traffic capacity.' Are the choices available not compromised (by definition!) by restricting the possible alternative courses of action in this manner? Might this not increase the potential that the result of this project will deliver substandard solutions that may ultimately prove ineffective? Wouldn't that prove a costly mistake? Would it be prudent to remove that section ("identified lack of traffic capacity") or at least add "at certain times"? At the very least, that would expand, rather than limit, the potential alternative courses of action that could be identified.

Furthermore, if the intent of this project is indeed to expand traffic capacity, would this not limit the choices the public have for accessing goods and services and mobility, or, more accurately, coerce or otherwise shape public choice, effectively telling people what they are allowed and not allowed to do in terms of travel patterns and choice of mobility? For example, I have heard and expressed concerns that walking through the corridor is dangerous, noisy, unhealthy, and inconvenient, and has resulted in far more undesired vehicular trips than might be necessary.

It also seems intuitive that limiting the choice of alternative courses of action severely compromises the choices available for resolving the problem statement and the purpose of this project, unless, of course, the explicit purpose of this project is to expand traffic capacity, which, as previously suggested, virtually assures certain mobility behaviour, which actually generated the perceived problem that resulted in the purpose of this project in the first place. In other words, if the intent of this project is to expand traffic capacity, is the implicit intent then not to

expand traffic volumes (congestion), precisely that to which has been identified as the problem!?

Also, the suggestion that "traffic levels are predicted to increase in the future due to development in the area" should be qualified with at least "unless nothing is done" and "business as usual continues" and "at certain times of the day." This statement appears to assume traffic congestion is dependent upon development\* practices as the only, and a fixed, constant. It seems pessimistic and out of step with reality to assume that since traffic volumes have grown in the past as a result of historic development practices, that this trend can, should, or will continue, especially if actions are taken to specifically reverse this trend, or unexpected events transpire altering that trajectory of development and travel behaviour. Some of those actions this project can address include actions that resolve both high demand and low capacity, and reconcile the different approaches these (and other) problem perspectives permit.

### Suggested Alternative Courses of Action and a Few Proposed Solutions

Alternative courses of action to address the problem statement might include: policy changes; traffic management/control; transportation planning; traffic calming; public education/communications; application of economic tools; demand reduction; network efficiency improvements; strategic engineering and I'm sure you can think of others in addition to do nothing and expand network capacity. Examples of solutions to these 'alternative courses of action' might include: lowering the level of standard; closing one or several roads; placing flow restrictions (by licence and/or time of day for example); altering flow patterns by assigning certain roads one way, one way at certain times of the day, or dedicating lane(s) to contra flow at certain times of the day. A dedicated education/communications campaign to displace a targeted level of short trip (around the block) travel in favour of walking or cycling, or otherwise using the infrastructure for this form of mobility (including the Hub Trail), might also help reduce the demand for vehicular travel and effectively increase capacity. Would this be more effective at certain (peak) times? Additional traffic calming actions to support these measures, signage, incentives and penalties (economic and legal for instance) may effectively expand capacity at far reduced costs (perhaps even generating municipal revenues) by reducing demand (utility companies have succeeded incredibly well in achieving this result). Were signalization, traffic control and management, and other efficiency alternatives considered? Can you think of others? Were any of these suggested alternative courses of action or potential solutions considered? If so, were there specific reasons for their elimination at such an early stage of the project?

If we are only talking about peak periods ("traffic flow at peak periods is impeded due to congestion"), perhaps there are peak period specific solutions that might resolve the problem? Does the city have origin-destination studies through this corridor that could help identify such alternatives and solutions?

I look forward to any answers to my questions you may be able to provide, and to an expanded repertoire of alternative courses of action. If you would prefer, I'd be delighted to meet to discuss this project further.



**Jennifer Sharpe**

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**From:** Judy Cameron [weluvmaya@shaw.ca]  
**Sent:** Monday, March 08, 2010 5:36 PM  
**To:** 'Jennifer Sharpe'  
**Subject:** RE: Great Northern Road Capacity - Environmental Assessment

Thank you Jennifer. I did review the outline and the only comment I have is that there should be no extension on North Street to Third Line.

I have lived in the Fort Creek Area since 1974 and have seen the traffic increase greatly.

North Street is going to become a very busy street, especially with the new high school being built this year and having more students, more cars, more busing.

Finnish Rest home 2 entrances/exits  
Bawating High school has 2 entrances/exits  
Kewedin School has 2 entrances/exits

This makes 6 entrances in a very short length of road, and it makes it very dangerous.

Then Millenium Court and Lasalle drive turnoffs are next .

Fort Creek and Mary Avenue finish off this short stretch of road.

This is less than a kilometer long. We are talking 10 turnoffs and that is way too much to allow for more traffic to use North Street. Don't forget the bus route also. There is always concern driving past the Finish Rest home and the parents of Kewedin park so that driving past Kewedin is sometimes a nightmare. Cars should not be allowed to park on the street.

I am not sure if I expressed myself properly, but I feel for safety reasons, North Street should not be in the plan. The only thing I would like to see on North Street are right turning lanes, which unfortunately the engineers did not use foresight in the planning.

Sackville Road would be more expensive to make but the results would be much better.

Thank you for the chance to make my comments.  
Judy Cameron

APPENDIX 3  
EVALUATION MATRIX AND RATIONALE

EVALUATION MATRIX AND RATIONALE		
ALTERNATIVE 1: MAINTAIN EXISTING CONDITIONS ("DO NOTHING")		
Criteria	Rating	Comments
<b>1) TECHNICAL CRITERIA</b>		
1a) Ability of the alternative to address the stated problem.	3	The stated problem is not addressed by the "Do Nothing" alternative; specifically traffic capacity is not increased in the Great Northern Road corridor, and an alternate route is not established.
1b) Vehicular traffic flow.	3	Selection of this alternative is predicted to result in a continued increase in vehicular traffic congestion along the Great Northern Road corridor between Second Line and Third Line.
1c) Pedestrian traffic flow.	2	Existing pedestrian traffic flow paths are not changed, however with the anticipated increases in vehicular traffic, pedestrian movements will become more difficult.
1d) Infrastructure upgrading opportunities.	3	With the implementation of Alternative 1, there would be no supplementary opportunities to upgrade underground or aerial infrastructure.
1e) Implementation of the alternative.	1	The implementation of the "Do Nothing" alternative is relatively simple when compared on a technical basis to the other options.
Sub-Total:	12	
<b>2) ENVIRONMENTAL CRITERIA</b>		
2a) Impacts on the natural environment.	2	As stated above, implementation of Alternative 1 is expected to result in an increase of vehicular traffic congestion along the Great Northern Road corridor. Impacts to the natural environment attributable to selecting this alternative would be relatively limited and consist mainly of increased vehicle emissions due to idling exacerbated by a decreased level of service along the corridor.
Sub-Total:	2	
<b>3) SOCIAL CRITERIA</b>		
3a) Impacts on land users/residents and owners.	2	This alternative, if implemented, will likely negatively impact the people who use the area due to the anticipated future increase in vehicular traffic. Traffic congestion makes traversing the corridor and accessing the abutting properties more difficult.
Sub-Total:	2	

EVALUATION MATRIX AND RATIONALE		
ALTERNATIVE 1: MAINTAIN EXISTING CONDITIONS ("DO NOTHING")		
Criteria	Rating	Comments
<b>4) ECONOMIC CRITERIA</b>		
4a) Cost of implementation	1	There are no direct capital expenditures associated with the implementation of Alternative 1.
4b) Impacts to adjacent landowners/land users	3	The effects of increased vehicular traffic congestion along the Great Northern Road corridor can be considered to be significant to the entire City. The corridor is a major commercial area and is important for both local residents and visitors to the City. If the projected traffic issues are allowed to materialize, many residents and tourists will choose to avoid the area and will either spend their money elsewhere in the City or not at all.
Sub-Total:	4	
<b>TOTAL SCORE:</b>	<b>20</b>	

ALTERNATIVE 2: WIDEN GREAT NORTHERN ROAD		
Criteria	Rating	Comments
<b>1) TECHNICAL CRITERIA</b>		
1a) Ability of the alternative to address the stated problem.	2	The addition of two additional traffic lanes (one in each direction) will increase the vehicular traffic capacity of the Great Northern Road corridor, however an alternate route will not be created.
1b) Vehicular traffic flow.	2	A seven lane road, while increasing the through traffic capacity of the corridor will likely result in difficult traffic movements especially left turns into and out of adjacent properties and side streets.
1c) Pedestrian traffic flow.	3	Similar to Alternative 1, widening Great Northern Road is not anticipated to result in changes to the existing pedestrian routes, however as noted above with vehicular traffic it is likely that pedestrian movements such as crossing traffic would be made significantly more difficult than they are now.
1d) Infrastructure upgrading opportunities.	2	Lane restrictions and possibly road closures would be anticipated to be required during the construction of additional traffic lanes on Great Northern Road. This disruption could be taken advantage of in order to upgrade existing underground facilities.
1e) Implementation of the alternative.	3	In addition to the exorbitant costs discussed below, the addition of two lanes on Great Northern Road would likely result in a construction project spanning multiple years. The implementation of this alternative would also require significant modifications to a number of intersections and acquisition of properties.
Sub-Total:	12	
<b>2) ENVIRONMENTAL CRITERIA</b>		
2a) Impacts on the natural environment.	1	Since the properties abutting the Great Northern Road right-of-way are for the most part developed, implementation of this alternative is not expected to have a significant negative environmental impact, and improvements to traffic flow may be seen as a net positive result. 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 construction practice.
Sub-total:	1	



ALTERNATIVE 2: WIDEN GREAT NORTHERN ROAD		
Criteria	Rating	Comments
<b>3) SOCIAL CRITERIA</b>		
3a) Impacts on land users/residents and owners.	2	The construction of additional traffic lanes on Great Northern Road will increase vehicular traffic capacity and reduce congestion. Taken in context of the entire city, these changes would be seen as positive; however the resulting seven lane artery will be the largest street in Sault Ste. Marie, and the associated more challenging access to adjacent properties and side streets would likely result in a negative impact in the immediate area.
Sub-total:	2	
<b>4) ECONOMIC CRITERIA</b>		
4a) Cost of implementation	3	High costs for the construction of two additional traffic lanes along the 2 kilometre length of Great Northern Road between Second Line and Third Line, including improvements to intersections and re-construction of underground infrastructure are anticipated. In order to implement Alternative 2, property acquisition will be required along both sides of Great Northern Road for virtually the entire length. Building demolition may also be required in certain instances. Increased costs should be expected for maintenance and operation of a widened Great Northern road mainly as a result of snow removal operations. Long term maintenance costs such as resurfacing will also be increased over the current condition.
4b) Impacts to adjacent landowners/land users	3	Economic impacts of the implementation of Alternative 2 are predicted to be similar to those noted above as social impacts. Anticipated City-wide effects of the reduction in traffic congestion are perceived to be positive, while the impacts to the adjacent businesses may be significantly negative.
Sub-total:	6	
<b>TOTAL SCORE:</b>	<b>21</b>	

ALTERNATIVE 3: EXTEND NORTH STREET TO THIRD LINE		
Criteria	Rating	Comments
<b>1) TECHNICAL CRITERIA</b>		
1a) Ability of the alternative to address the stated problem.	1	An extension of North Street to Third Line will provide additional capacity in the Great Northern Road corridor, as well as provide an alternate route. Alternative 3, Extend North Street, completely addresses the problem as stated.
1b) Vehicular traffic flow.	1	Vehicular traffic flow would be improved along Great Northern Road with the extension of North Street. The alternate route created proves a corridor that extends from Wellington Street East to Third Line.
1c) Pedestrian traffic flow.	1	Implementation of Alternative 3 is not anticipated to have a significant impact on pedestrian movements. There are currently pedestrian facilities (sidewalk) along the west side of North Street which would be expected to continue along the extension.
1d) Infrastructure upgrading opportunities.	1	The North Street extension would allow for the opportunity to upgrade infrastructure as some utility modifications would be required along the existing road.
1e) Implementation of the alternative.	3	Implementation of this alternative would require the construction of new road through an undeveloped wooded area as well as the upgrading of the existing North Street. Fill material and support structures would be required to traverse the ravines through the undeveloped land.
Sub-Total:	7	
<b>2) ENVIRONMENTAL CRITERIA</b>		
2a) Impacts on the natural environment.	3	Impacts to the natural environment which are anticipated to be associated with Alternative 3 include silt and sediment contamination of storm water runoff during construction – which can be mitigated through common construction practices such as silt fences and check dams. The property through which the extension would be built is treed, un-developed lands.
Sub-total:	3	

ALTERNATIVE 3: EXTEND NORTH STREET TO THIRD LINE		
Criteria	Rating	Comments
<b>3) SOCIAL ENVIRONMENT</b>		
3a) Impacts on land users/residents and owners.	3	The social impacts of providing traffic capacity improvements in the Great Northern Road corridor are positive due to the reduction of "lost time" resulting from traffic congestion and improved access to commercial establishments. The main negative impacts of this alternative are the likely increased traffic along North Street affecting residents and the alteration of green space potentially affecting recreational uses of the Fort Creek Conservation Area.
Sub-total:	3	
<b>4) ECONOMIC CRITERIA</b>		
4a) Cost of implementation	3	Capital construction costs of Alternative 3 will include road construction, utility installation and improvements to the existing North Street. Property would need to be acquired for the ravine crossings as well as support structures.
4b) Impacts to adjacent landowners/land users	1	Area businesses will not be significantly impacted economically as traffic or land access impacts will be minimal as a result of construction. This alternative may provide access to potentially developable land located north of the existing road.
Sub-Total:	4	
<b>TOTAL SCORE:</b>	<b>17</b>	

ALTERNATIVE 4: EXTEND SACKVILLE ROAD TO THIRD LINE		
Criteria	Rating	Comments
<b>1) TECHNICAL CRITERIA</b>		
1a) Ability of the alternative to address the stated problem.	1	An extension of Sackville Road to Third Line will provide additional capacity in the Great Northern Road corridor, as well as provide an alternate route. The alternate route created will extend from Northern Avenue to Third Line. Alternative 4, Extend Sackville Road, completely addresses the problem as stated.
1b) Vehicular traffic flow.	1	Vehicular traffic flow would be improved along Great Northern Road with the extension of Sackville Road. The new road would require grading to meet existing Third Line and Sackville Road elevations.
1c) Pedestrian traffic flow.	1	Implementation of Alternative 4 is likely to have a minimal impact on pedestrian movements; however reduced traffic congestion on Great Northern Road will make both walking along and crossing the road safer and more appealing. There are currently pedestrian facilities (sidewalk) along the west side of Sackville Road which would be expected to continue along the extension.
1d) Infrastructure upgrading opportunities.	1	The Sackville Road extension has been identified as an opportunity to upgrade infrastructure on the existing Sackville Road as well as install new sanitary sewer south of Industrial Court B to meet the existing services.
1e) Implementation of the alternative.	2	Construction of an extension of Sackville Road would consist of approximately 800 metres of new road as well as modifications required to the existing road.
Sub-Total:	6	
<b>2) ENVIRONMENTAL CRITERIA</b>		
2a) Impacts on the natural environment.	2	Impacts to the natural environment as a result of the construction of Alternative 4 would be associated with the silt and sediment contamination of storm water runoff during construction – which can be mitigated through common construction practices such as silt fences and check dams. The property through which the extension would be built is an existing cleared utility corridor, resulting in a minimal loss of trees and wooded area.
Sub-total:	2	

ALTERNATIVE 4: EXTEND SACKVILLE ROAD TO THIRD LINE		
Criteria	Rating	Comments
<b>3) SOCIAL CRITERIA</b>		
3a) Impacts on land users/residents and owners.	2	The implementation of Alternative 4 would create positive social impacts due to the reduction of travel time resulting from traffic congestion along Great Northern Road. Improved access to commercial establishments along Great Northern Road is also expected. The main negative impact of this alternative is the possible increased traffic along Sackville Road affecting residents.
Sub-total:	2	
<b>4) ECONOMIC CRITERIA</b>		
4a) Cost of implementation	2	Capital costs in conjunction with implementing Alternative 4 include the cost of a new road, as well as upgrades to the existing road. Property acquisition is also required for the proposed right-of-way.
4b) Impacts to adjacent landowners/land users	1	Anticipated City-wide effects of the reduction in traffic congestion are perceived to be positive. Adjacent landowners will not be significantly impacted and significant construction impacts to traffic or land access are not anticipated. The construction of the Sackville Road extension could provide access to potentially developable land.
Sub-total:	3	
<b>TOTAL SCORE:</b>	<b>13</b>	



ALTERNATIVE 5: EXTEND SACKVILLE ROAD TO INDUSTRIAL COURT A		
Criteria	Rating	Comments
<b>1) TECHNICAL CRITERIA</b>		
1a) Ability of the alternative to address the stated problem.	2	A shift in traffic from Great Northern Road is possible with the implementation of Alternative 5. Reducing automotive traffic volumes will result in a corresponding reduction of traffic congestion along the corridor.
1b) Vehicular traffic flow.	2	Vehicular traffic flow would be improved along Great Northern Road with the extension of Sackville Road; however, the geometry of the intersection at Industrial Park Crescent is not ideal for vehicle movements.
1c) Pedestrian traffic flow.	1	A reduction in the amount of vehicles using the Great Northern Road corridor would result in fewer pedestrian/vehicle conflicts. The opportunity to extend pedestrian facilities to Industrial Court A and further to Industrial Park Crescent exists with this alternative.
1d) Infrastructure upgrading opportunities.	2	Alternative 5 provides the opportunity to upgrade existing utilities at the north end of Sackville Road and along Industrial Court A.
1e) Implementation of the alternative.	2	Construction of an extension of Sackville Road would consist of approximately 450 metres of new road as well as modifications required to the existing road.
Sub-Total:	9	
<b>2) ENVIRONMENTAL CRITERIA</b>		
2a) Impacts on the natural environment.	2	The impacts to the natural environment attributable to selecting this alternative would be relatively limited as the property through which the extension would be built is an existing cleared utility corridor, resulting in a minimal loss of trees and wooded area. This alternative may also help to minimize vehicle emission due to a decrease in idle times along the Great Northern Road corridor.
Sub-total:	2	
<b>3) SOCIAL CRITERIA</b>		
3a) Impacts on land users/residents and owners.	2	The implementation of Alternative 5 would create positive social impacts due to the reduction of travel time resulting from traffic congestion along Great Northern Road. Similar to Alternative 4, the main negative impact of this alternative is the possible increased traffic along Sackville Road affecting residents.
Sub-total:	2	

ALTERNATIVE 5: EXTEND SACKVILLE ROAD TO INDUSTRIAL COURT A		
Criteria	Rating	Comments
<b>4) ECONOMIC CRITERIA</b>		
4a) Cost of implementation	1	Capital costs in conjunction with implementing Alternative 5 include the cost of a new road, as well as upgrades to the existing Sackville Road and Industrial Court A. Property acquisition is also required for the proposed right-of-way.
4b) Impacts to adjacent landowners/land users	1	Adjacent landowners will not be significantly impacted and significant construction impacts to traffic or land access are not anticipated.
Sub-Total:	3	
<b>TOTAL SCORE:</b>	<b>15</b>	

ALTERNATIVE 6: EXTEND INDUSTRIAL PARK CRESCENT TO SECOND LINE		
Criteria	Rating	Comments
<b>1) TECHNICAL CRITERIA</b>		
1a) Ability of the alternative to address the stated problem.	2	An extension of Industrial Park Crescent to Second Line will provide additional capacity in the Great Northern Road corridor, as well as provide an alternate route.
1b) Vehicular traffic flow.	3	Vehicular traffic flow would be improved along Great Northern Road with the extension of Industrial Park Crescent; however, a new signalized intersection would be required on Second Line and the geometry of the intersection is not ideal for vehicle movements.
1c) Pedestrian traffic flow.	1	The implementation of Alternative 6 is not anticipated to have a significant impact on pedestrian movements. The opportunity exists to develop pedestrian facilities from Second Line along the extension.
1d) Infrastructure upgrading opportunities.	2	Alternative 6 provides the opportunity to upgrade existing utilities between Industrial Park Crescent and Second Line.
1e) Implementation of the alternative.	2	This Alternative consists of the construction of approximately 400 metres of new road through developed properties. Modifications will be required on the existing roads and a new signalized intersection will be necessary at the Second Line intersection.
Sub-Total:	10	
<b>2) ENVIRONMENTAL CRITERIA</b>		
2a) Impacts on the natural environment.	1	The land through which Industrial Park Crescent would be extended has been previously developed; accordingly it is not anticipated that impacts to the natural environment would extend beyond those associated with construction activities.
Sub-total:	1	
<b>3) SOCIAL CRITERIA</b>		
3a) Impacts on land users/residents and owners.	1	The extension of Industrial Park Crescent will possibly reduce traffic along Great Northern Road as well as congestion at the Second Line/Great Northern Road intersection; however, travel times along Second Line may decrease with the addition of a new intersection.
Sub-total:	1	

ALTERNATIVE 6: EXTEND INDUSTRIAL PARK CRESCENT TO SECOND LINE		
Criteria	Rating	Comments
<b>4) ECONOMIC CRITERIA</b>		
4a) Cost of implementation	2	Capital costs include the cost of a new two land road, as well as an intersection at Second Line, utility installation and improvements to Industrial Park Crescent. Property acquisition and building demolition is also required for the proposed right-of-way.
4b) Impacts to adjacent landowners/land users	1	Adjacent landowners will not be significantly impacted but construction impacts to traffic or land access are possible as a result of the construction of the intersection at Second Line.
Sub-total:	3	
<b>TOTAL SCORE:</b>	<b>15</b>	

**APPENDIX 4  
NOVEMBER 24, 2010 PUBLIC INFORMATION CENTRE**





# CITY INFORMATION

The Corporation Of The City Of Sault Ste. Marie

## PUBLIC NOTICE - GREAT NORTHERN ROAD CORRIDOR TRAFFIC CAPACITY IMPROVEMENTS

### Project

The City of Sault Ste. Marie is conducting a study to investigate alternatives to improve the traffic efficiency of the Great Northern Road Corridor between Second Line and Third Line. It has been identified that Great Northern Road in this area is currently experiencing traffic volumes which are approaching the road's capacity, and usage is anticipated to increase in the future.

### Background

A Transportation Master Plan for the City of Sault Ste. Marie was completed in 2002 which included an analysis of the City's future road transportation needs. Study conclusions identified traffic capacity deficiencies in the Great Northern Road corridor between Second Line and Third Line. It was recommended that Great Northern Road in this area be widened to seven lanes, or a ring road system be implemented to divert a portion of the traffic.

A Traffic Impact Study examining the effects of developing the Sault Area Hospital (SAH) site near Great Northern Road and Third Line was completed in 2005, with an analysis of post hospital development traffic flows. The study identified the Great Northern Road/Second Line intersection as having an insufficient capacity to adequately handle the expected demand. It was also noted that there is insufficient property available to effectively upgrade the intersection and that the implementation of a ring road system would be a viable alternative. The ring road system involved the extensions of Third Line, Pine Street and Sackville Road.

### Invitation for Public Involvement

A Public Information Centre (PIC) will be held on **Wednesday, November 24, 2010** in the Russ Ramsay Board Room, Level Three, Civic Centre, 99 Foster Drive, from 3 to 7 p.m. to review the project plans, and to receive input and comment from interested parties. All members of the Public are welcome to attend at any time between the hours of 3 to 7 p.m. on the above-noted date. Project staff will be available to discuss issues and concerns with members of the Public.

Further details may be obtained by contacting:

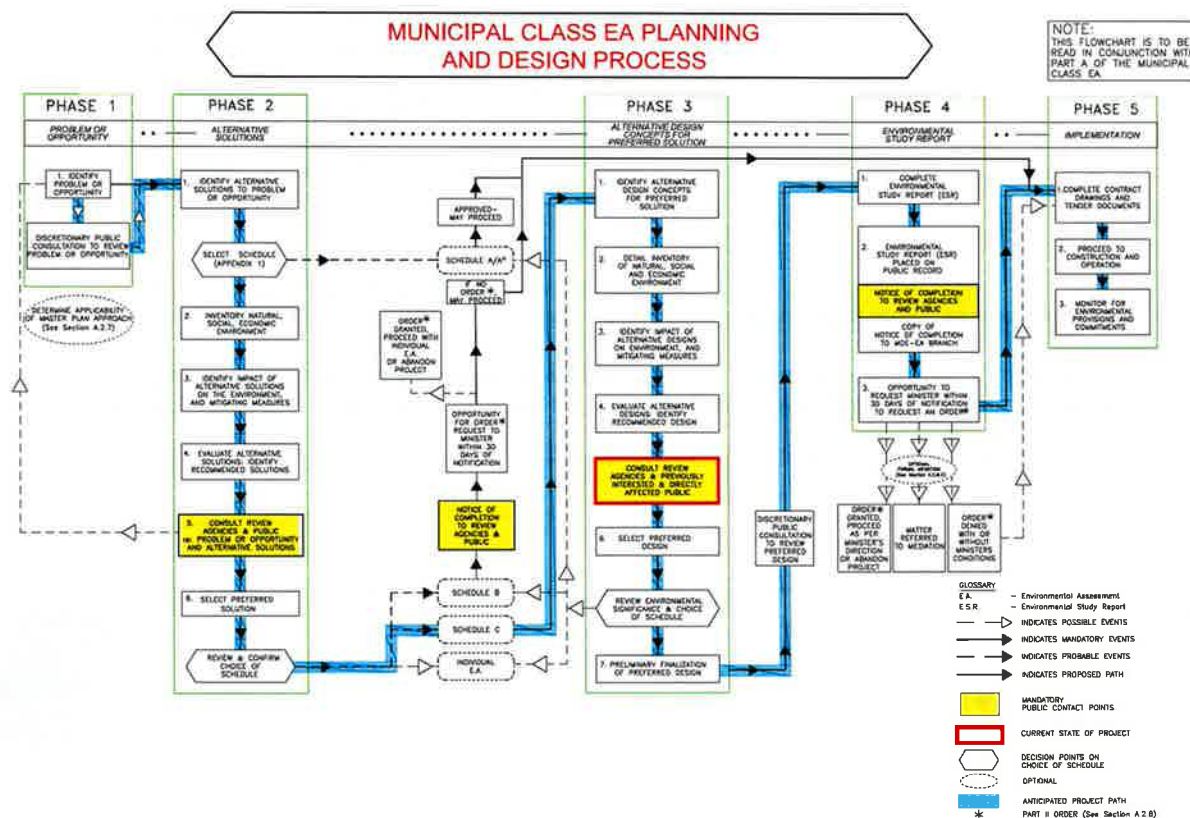
Michael Kresin, P. Eng.  
Kresin Engineering Corporation  
536 Fourth Line East  
Sault Ste. Marie, ON P6A 5K8  
(705) 949-4900

Don Elliott, P. Eng.  
Director of Engineering Services  
99 Foster Drive  
Sault Ste. Marie, ON P6A 5N1  
(705) 789-5829

**Appendix 4a  
Information Presented**



# CITY OF SAULT STE. MARIE GREAT NORTHERN ROAD CORRIDOR TRAFFIC CAPACITY IMPROVEMENTS SECOND LINE TO THIRD LINE





# CITY OF SAULT STE. MARIE GREAT NORTHERN ROAD CORRIDOR TRAFFIC CAPACITY IMPROVEMENTS SECOND LINE TO THIRD LINE



## WHY IS THE PROJECT BEING UNDERTAKEN?

- The purpose of the study is to develop and assess alternative courses of action to address the identified lack of traffic capacity on Great Northern Road between Second Line and Third Line.
- Upon completion of the project, the City will have a recommended preferred alternative solution which can be implemented when required.

## WHAT ARE THE ALTERNATIVE SOLUTIONS?

- 1 - Maintain existing conditions.
- 2 - Widen Great Northern Road to 7 lanes.
- 3 - Extend North Street to Third Line.
- 4 - Extend Sackville Road to Third Line.
- 5 - Extend Sackville Road to connect with Industrial Court A.
- 6 - Extend Industrial Park Crescent to Second Line.

## PROBLEM STATEMENT

- Current traffic volumes on Great Northern Road between Second Line and Third Line are at or are near the road's design capacity.
- Traffic flow at peak periods is impeded due to congestion.
- Traffic levels are predicted to increase in the future due to development in the area.



# CITY OF SAULT STE. MARIE GREAT NORTHERN ROAD CORRIDOR TRAFFIC CAPACITY IMPROVEMENTS SECOND LINE TO THIRD LINE



## EVALUATION CRITERIA EXPLAINED

### 1a) Ability of the alternative option to address the stated problem.

This criterion reflects the technical ability of each of the alternatives to successfully address the problem identified at the outset of the Class EA process. If an identified alternative does not address the stated problem, it will not be given further consideration during the EA process.

A ranking of 3 for this criterion indicates that the purpose for undertaking the Class EA process is not addressed by the alternative. A ranking of 1 for this criterion reflects the ability of the alternative to potentially fully address the issue. Alternatives ranked 2 somewhat address the problem, but to a lesser extent than those ranked 1.

### 1b) Vehicular Traffic Operations

This study has been prompted by an identified lack of vehicular traffic capacity in the Great Northern Road corridor. 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.

### 1c) Pedestrian 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.

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 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.

### 1d) Utility Considerations

This criterion assigns ratings for the potential of an alternative to upgrade or enhance local infrastructure (water, sewer, hydro, etc.). For example if an alternative includes construction of a new road through an existing easement where water and sewer mains already exist - there is little opportunity to upgrade infrastructure. If an alternative includes construction of a new road in an area where watermains can be looped to improve distribution system conditions - this would be considered as beneficial.

A ranking of 3 indicates that there are no significant opportunities to upgrade/enhance infrastructure. Alternatives which provide the possibility of beneficial infrastructure upgrades are assigned a rank of 1. Minor improvements made possible through the implementation of alternatives would result in a ranking of 2 for those alternatives.

### 1e) Constructability

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.

### 2a) Cost of Construction

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).

### 2b) Impacts to Adjacent Landowners/ Land Users

The anticipated economic impacts to adjacent landowners of the alternatives are rated with this criteria.

Alternatives anticipated to have the greatest negative impact are rated 3. A rank of 1 is assigned to the alternative with the least negative impact or a positive impact.

### 3a) Impact on Land Users/Residents and Owners

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

### 4a) 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.





# CITY OF SAULT STE. MARIE GREAT NORTHERN ROAD CORRIDOR TRAFFIC CAPACITY IMPROVEMENTS SECOND LINE TO THIRD LINE



## EVALUATION CRITERIA AND RANKING

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

TECHNICAL CONSIDERATIONS						
ALTERNATIVE CRITERIA	1 MAINTAIN EXISTING CONDITIONS	2 WIDEN GREAT NORTHERN RD	3 EXTEND NORTH STREET TO THIRD LINE	4 EXTEND SACKVILLE ROAD TO THIRD LINE	5 EXTEND SACKVILLE ROAD TO INDUSTRIAL COURT A	6 EXTEND INDUSTRIAL PARK CRESCENT TO SECOND LINE
1a) Ability of the alternative to address the stated problem	• Problem not addressed <b>3</b>	• Capacity increased <b>2</b>	• Capacity increased and new corridor created <b>1</b>	• Capacity increased and new corridor created <b>1</b>	• Capacity increased <b>2</b>	• Capacity increased <b>2</b>
1b) VEHICULAR TRAFFIC OPERATIONS	• Without improvements, road users will be faced with increased congestion, increased delays and associated reduced access to adjacent lands <b>3</b>	• Traffic congestion on Great Northern Road is reduced • Access to businesses on Great Northern Road will be impeded due to the increased number of lanes • Pedestrian traffic may be impacted <b>2</b>	• Traffic congestion on Great Northern Road is reduced • Increased traffic on North Street • Potential for reduction in traffic on Second Line • Provides corridor from Wellington to Third Line <b>1</b>	• Traffic congestion on Great Northern Road is reduced • Increased traffic on Sackville • Potential for reduction in traffic at Second Line/Great Northern Road intersection • Provides corridor from Northern Avenue to Third Line <b>1</b>	• Traffic congestion on Great Northern Road is reduced • Increased traffic on Sackville Road and Industrial Court A • Non-ideal geometry <b>2</b>	• Traffic congestion on Great Northern Road is reduced • Increased traffic on Industrial Park Crescent • New signalized intersection required on Second Line • Non-ideal geometry <b>3</b>
1c) PEDESTRIAN TRAFFIC OPERATIONS	• Existing conditions maintained <b>2</b>	• Five lane road not conducive to pedestrian use • Existing conditions deteriorated <b>3</b>	• Conditions improved with new pedestrian routes available <b>1</b>	• Conditions improved with new pedestrian routes available <b>1</b>	• Conditions improved with new pedestrian routes available <b>1</b>	• Conditions improved with new pedestrian routes available <b>1</b>
1d) UTILITY CONSIDERATIONS	• No upgrading opportunity <b>3</b>	• Extensive modifications required to existing underground and overhead utility infrastructure • Provides an opportunity to upgrade existing utilities <b>2</b>	• Some utility modifications will be required • Opportunity to upgrade/enhance utility networks <b>1</b>	• Some utility modifications will be required • Opportunity to upgrade/enhance utility networks <b>1</b>	• Some utility modifications will be required • Provides an opportunity to upgrade existing utilities <b>2</b>	• Some utility modifications will be required • Opportunity to upgrade/enhance utility networks <b>2</b>
1e) CONSTRUCTABILITY	• Not Applicable <b>1</b>	• Difficult option to construct; will likely require extensive property acquisition • Will require extensive modifications to 4 signalized intersections • Total length of road to be modified would be approximately 1650 meters <b>3</b>	• Requires construction of approximately 600m of new road through wooded area • Modifications/upgrades will be required on the existing road • Fill material and structures will be required to traverse the ravine through the undeveloped land <b>3</b>	• Requires construction of approximately 600m of new road along existing utility corridor • Modifications/upgrades will be required on the existing road <b>2</b>	• Requires construction of approximately 400m of new road through hydro corridor • Modifications/upgrades will be required on the existing roads <b>2</b>	• Requires construction of approximately 400m of new road through developed properties • Modifications/upgrades will be required on the existing road • New signalized intersection at Second Line is required <b>2</b>
ECONOMIC CONSIDERATIONS						
2a) COST OF CONSTRUCTION	• Not Applicable <b>1</b>	• High cost for construction due to extent of required upgrades as well as property acquisition <b>3</b>	• Capital construction costs will include road construction, utility installation and improvements to North Street and Intersections • Property acquisition required for ravine crossings • Structures required for ravine crossings <b>3</b>	• Capital construction costs will include road construction, utility installation and improvements to Sackville Road and Intersections • Property acquisition required for R.O.W. <b>2</b>	• Capital construction costs will include road construction, utility installation and improvements to Sackville Road and Industrial Court A • Property acquisition required for R.O.W. <b>1</b>	• Capital construction costs will include road construction, utility installation and improvements to Industrial Park Crescent • Property acquisition and building demolition required for R.O.W. <b>2</b>
2b) IMPACT TO ADJACENT LANDOWNERS / LAND USERS	• Lower level of service will result in negative economic impacts to businesses along Great Northern Road • Increased lost time/fuel costs due to traffic delays <b>3</b>	• High cost to adjacent businesses during construction due to lack of access • Confirmed difficult access following construction due to number of traffic lanes and increased traffic control measures (i.e. centre median) <b>3</b>	• Adjacent landowners will not be significantly impacted economically • No significant construction impacts to traffic or land access • Provide access to potentially developable land <b>1</b>	• Adjacent landowners will not be significantly impacted economically • No significant construction impacts to traffic or land access • Provide access to potentially developable land <b>1</b>	• Adjacent landowners will not be significantly impacted economically • No significant construction impacts to traffic or land access • Provide access to potentially developable land <b>1</b>	• Adjacent landowners will not be significantly impacted economically • No significant construction impact to land access • Traffic impact during intersection construction at Second Line <b>1</b>
SOCIAL CONSIDERATIONS						
3a) IMPACTS ON LAND USERS / RESIDENTS AND OWNERS	• Increased traffic congestion will contribute to a reduced standard of service • Increased difficulty accessing adjacent lands/businesses <b>2</b>	• Decreased traffic congestion results in higher level of service • Negative impact on pedestrian use (i.e. crossings) <b>2</b>	• Will likely result in increased traffic on North Street • Potential for reduction in traffic on Second Line and Great Northern Road • Alteration of green space may impact recreational uses of Fort Creek Conservation Area <b>3</b>	• Will likely result in increased traffic on Sackville Road • Potential reduction in traffic at Second Line/Great Northern Road intersection and on Great Northern Road <b>2</b>	• Will likely result in increased traffic on Sackville Road, Industrial Court A and Industrial Park Crescent • Potential for reduction in traffic at Second Line/Great Northern Road intersection and on Great Northern Road <b>2</b>	• Will likely result in increased traffic on Industrial Park Crescent • Potential for reduction in traffic at Second Line/Great Northern Road intersection and on Great Northern Road • Addition of intersection may decrease travel times on Second Line <b>1</b>
ENVIRONMENTAL CONSIDERATIONS						
4a) NATURAL ENVIRONMENT	• No impacts due to construction • Increased traffic congestion will likely result in deteriorated air quality due to increased idling time <b>2</b>	• Minimal impact on natural environment due to existing development <b>1</b>	• Environmental impact due to loss of trees and wooded area • Potential environmental impact due to road intersecting Fort Creek tributaries <b>3</b>	• Minimal loss of trees and wooded area due to the existing cleared utility corridor • Potential environmental impact due to road intersecting Fort Creek tributaries <b>2</b>	• Minimal impact on natural environment due to existing cleared utility corridor <b>2</b>	• Negligible impact on natural environment due to existing development <b>1</b>
TOTAL SCORE:	20	21	17	13	15	15

LOWEST SCORE IS PREFERRED



# CITY OF SAULT STE. MARIE GREAT NORTHERN ROAD CORRIDOR TRAFFIC CAPACITY IMPROVEMENTS SECOND LINE TO THIRD LINE



## PREFERRED SOLUTION

Based on the application of the evaluation criteria, the Preferred Solution has been identified as:

Alternative 4 - Extend Sackville Road to Third Line East

It should be noted that this alternative can be implemented with, or as a precursor to the connection of Industrial Court 'B' to Sackville Road.

## ALTERNATIVE DESIGN CONCEPTS

The Preferred Solution has been identified as the extension of Sackville Road. Prior to implementing the preferred solution, alternative methods of doing so must be identified and evaluated considering such criteria as:

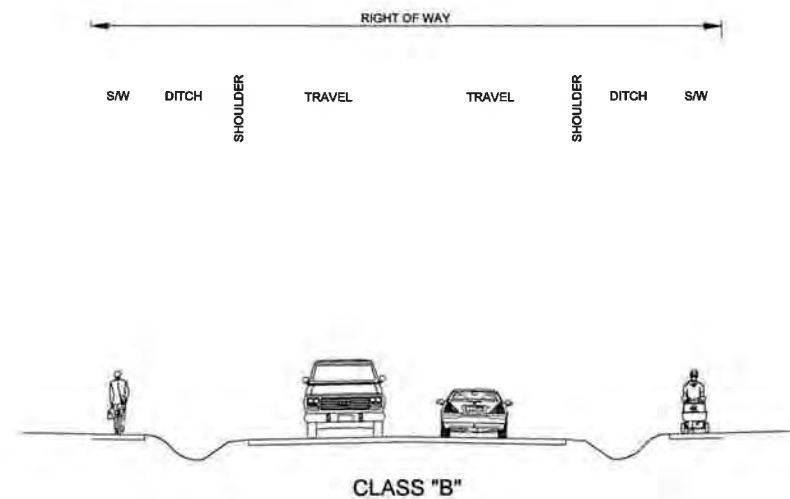
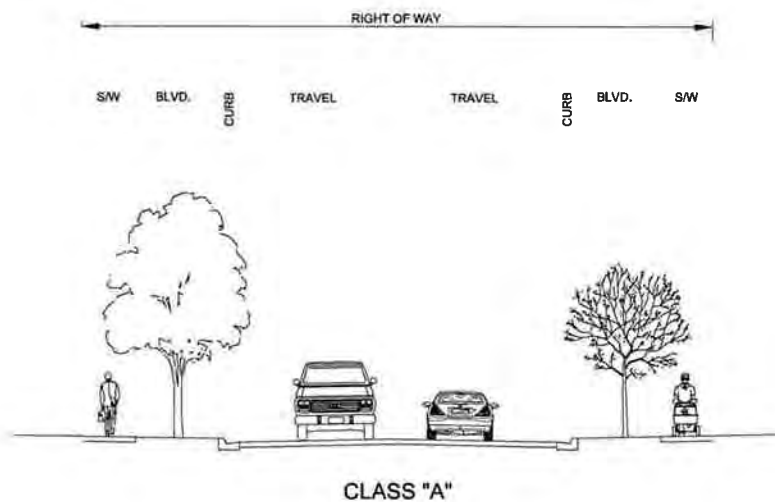
- 1) Horizontal Alignment (*curves in the road*)
- 2) Vertical Alignment (*road grades*)
- 3) Road Cross Sections (*lanes, sidewalks and boulevards*)
- 4) Intersection Configurations (*signals, turn lanes, islands, etc.*)
- 5) Municipal Services (*sewer, water, power, gas, etc.*)
- 6) Adjacent land use and Property Availability



# CITY OF SAULT STE. MARIE GREAT NORTHERN ROAD CORRIDOR TRAFFIC CAPACITY IMPROVEMENTS SECOND LINE TO THIRD LINE



## SACKVILLE ROAD CROSS SECTION OPTIONS



### VARIATIONS ON OPTIONS

- 2 - LANES
- 2 - LANES WITH CENTER TURN LANE
- 4 - LANE





ALTERNATIVE 4 - EXTEND SACKVILLE ROAD TO THIRD LINE EAST  
ALIGNMENT OPTION 1





ALTERNATIVE 4 - EXTEND SACKVILLE ROAD TO THIRD LINE EAST  
ALIGNMENT OPTION 2



**Appendix 4b  
Attendance List**

**GREAT NORTHERN ROAD CORRIDOR TRAFFIC CAPACITY IMPROVEMENTS****Public Information Centre Attendance List**

November 24, 2100 (Civic Centre - Russ Ramsay Room, 3:00 pm - 7:00 pm)

No.	Last Name	First Name	Address	City/Prov/Postal Code	Telephone
1	Arbus	Jeff	157 East Balfour Street	Sault Ste. Marie, ON P6C 1X7	705-942-0775
2	Baldwin	Denis	250 River Road	Sault Ste. Marie, ON P6A 6C7	705-759-4951
3	Cameron	Judy	Fort Creek Area	Sault Ste. Marie, ON P6C 5X1	705-253-7469
4	Fata	Frank	56 Cabot Crescent	Sault Ste. Marie, ON P6C 5X1	705-942-6630
5	Godfrey	Damon	360 Second Line East	Sault Ste. Marie, ON P6B 4J9	705-949-118.
6	Kostenuik	J	179 Millcreek Drive	Sault Ste. Marie, ON P6B 6H8	705-253-2930
7	Mogg	Jonathan	235 Old Goulais Bay Road	Sault Ste. Marie, ON P6A 5K8	705-253-2478
8	Muscatello	Don	99 Superior Drive	Sault Ste. Marie, ON P6B 4K7	705-253-9115
9	Riopel	André	200 Case Road	Sault Ste. Marie, ON P6A 6J8	705-942-3119
10	Saldan General Contracting		64 Industrial Park Crescent	Sault Ste. Marie, ON P6B 5P2	705-942-5540
11	Steele	Jim	44 Woodhurst Drive	Sault Ste. Marie, ON	
12	Thomlinson	Bob	36 Woodhurst Drive	Sault Ste. Marie, ON P6C 5Y9	705-949-8915

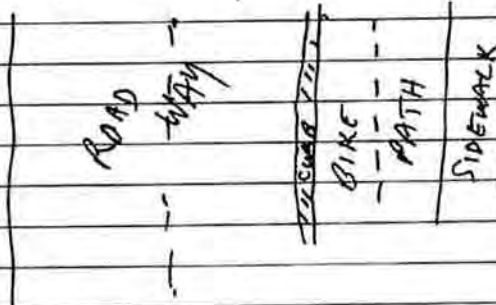
**Appendix 4c  
Comments Received**

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

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

Re. the Sackville Extension -

- ① Ensure that there is a wide enough roadway for cyclists - as is the case on Pine St. south of McNabb. Better yet, widen the sidewalk to provide pedestrian sidewalk, bike path, curb, then roadway as on Shannon Road. This will provide a nice spoke-link from the Hub Trail.



- ② ENSURE LINK  
TO HUB TRAIL.

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

Name (print)

JEFF ARBUS

Address

157 E. BALFOUR ST.

Phone No.

942-0775.

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

Kresin Engineering Corporation  
536 Fourth Line East  
Sault Ste. Marie, Ontario P6A 5K8  
Fax: 949-9965  
Email: info@kresinengineering.ca  
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by January 15, 2011.

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

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

Consider cycling link  
Sackville ↔ Industrial Crt.  
as per cycling master plan  
a identified priority spoke  
as part of this project  
if sackville extended  
consider 6' paved shoulders

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 5K8  
Fax: 949-9965  
Email: [info@kresinengineering.ca](mailto:info@kresinengineering.ca)  
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by January 15, 2011.



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

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

In favour of alignment option 1. Please consider a  
pedestrian / cycle connector from Northridge to  
the industrial area west of Great Northern Road.

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

Name (print) \_\_\_\_\_

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 5K8  
Fax: 949-9965  
Email: [info@kresinengineering.ca](mailto:info@kresinengineering.ca)  
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by January 15, 2011.

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

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

CAN PRESENT TRAFFIC DATA (NUMBER OF CARS) USING PRESENT INTERSECTION PASS IN ANY GIVEN TIME. IE NUMBER OF VEHICLES TURNING LEFT OFF 2ND LINE - TO GO SOUTH ON A GREAT NORTHERN ROAD.

WHAT EFFECT WOULD CHANGING THE LIGHT TIMING ON TRAFFIC. (LONGER LIGHTS NORMALLY RESULT IN MOVING MORE CARS.)

5 CONSIDER SIGNAGE TO STOP TRANSPORTS GOING FROM MAKING A LEFT TURN ON TO SECOND LINE ON A CAUTION LIGHT.

HELEN AND JOHN KOSTENVIK @ SHAW.CA

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

Name (print) J KOSTENVIK

Address 179 MILLCREEK DRIVE

Phone No. 946-2508

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

Kresin Engineering Corporation  
536 Fourth Line East  
Sault Ste. Marie, Ontario P6A 5K8  
Fax: 949-9965  
Email: info@kresinengineering.ca  
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by January 15, 2011.

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

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

WE SMOOGLY SUGGEST TO EXTEND SACKVILLE RD TO  
THIRD LINE TO ELEVATE TRAFFIC.

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

Name (print) \_\_\_\_\_

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 5K8  
Fax: 949-9965  
Email: [info@kresinengineering.ca](mailto:info@kresinengineering.ca)  
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by January 15, 2011.

SALDAN

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

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

We would like to see Option 1 take place as soon as possible.

4 lanes of Class A.

If you are going to do it. - DO IT RIGHT.  
Look to the future of Sault Ste Marie.  
Let's be Progressive.

Already to accommodate traffic it looks like 2nd Line at Great Northern Road will have to be re-surfaced (work) to 4 lanes as it should have been at the start of all this planning. Money could have been saved by looking forward.

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

Name (print)

Judy Cameron and Vern Cameron

Address

80 CABOT CRES

Phone No.

2537469

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

Kresin Engineering Corporation  
536 Fourth Line East  
Sault Ste. Marie, Ontario P6A 5K8  
Fax: 949-9965  
Email: info@kresinengineering.ca  
Attention: Mr. Michael Kresin, P.Eng.

Comments must be received by January 15, 2011.

## **QUESTIONS AND CONCERNS RAISED BY PUBLIC**

- 1. Maintain existing conditions – is this effectively ‘do nothing’ or does it imply maintain existing conditions with the intension of being accompanied by additional measures to resolve the problem laid out in the problem statement to prevent further deterioration of conditions?**

This alternative is a standard option evaluated in the Class EA process. It provides a benchmark against which to measure other possibilities. In this study, the ‘Do Nothing’ approach is included in the evaluation of alternatives as it identifies the implications of doing nothing to address the problem that has been identified. Public input is encouraged in order to identify additional alternative solutions.

- 2. Expand the road network system – will this not prove to be a temporary and costly response at best?**

Provision of alternative routes is routinely employed to reduce traffic congestion in a transportation corridor.

- 3. Besides ‘do nothing’ and ‘build something’, are there additional courses of action to resolve the problem statement?**

The purpose of the Public Information Centre was to not only present alternatives currently identified but to provide an opportunity for public input/suggestions on the proposed project.

- 4. Does the purpose statement not limit possible alternative courses of action by directing attention to an assumed “lack of traffic capacity”? As there does not appear to be a “lack of traffic capacity” along the study corridor at midnight for example, would it not be prudent to remove the statement “identified lack of traffic capacity” or at least add at “certain times”?**

Previous studies indicate that there is a lack of traffic capacity on Great Northern Road within the study area. Average daily, as well as peak hour traffic volumes are considered during the determination of capacity.

- 5. If the intent of this project is to expand traffic capacity, is the implicit intent then not to expand traffic volumes (congestion), precisely that to which has been identified as the problem?**

The objective of this project is to address the current traffic volumes as well as the predicted increase in volume along the Great Northern Road corridor between Second Line and Third Line, as they are at or near the roads design capacity. The intention of the project is to determine the most feasible alternative method(s) for addressing this issue.



6. **The statement “traffic levels are predicted to increase in the future due to development in the area” appears to assume traffic congestion is dependent upon development practices as the only, and a fixed, constant.**

The statement can be expanded to reference additional factors contributing to increased volumes of traffic, such as increasing latent demand, highway traffic, etc.

7. **Alternative courses of action to address the problem statement might include: policy changes; traffic management/control; transportation planning; traffic calming; public education/communications; application of economic tools; demand reduction; network efficiency improvements; and strategic engineering. Were these alternative courses of action considered and if so, were there specific reasons for their elimination at such an early stage?**

Great Northern Road within the study area is also Trans-Canada Highway 17, thus implementation of traffic calming, mode shift, incentives, etc., are not sufficient to address the problem. Implementation of some/all of these options could be considered in conjunction with other alternatives.

8. **If concerned with only peak periods, perhaps there are peak period specific solutions that might resolve the problem. Are there origin-destination studies through this corridor that could help identify such alternatives and solutions?**

Peak period specific solutions may provide short term easing of congestion; however, the road's design capacity remains insufficient.

9. **All other avenues should be exhausted before a final decision to extend Sackville Road is finalized.**

Each alternative will be evaluated taking into consideration the effects and mitigation measures associated with each in order to determine a preferred solution.

10. **Wait to see if traffic congestion on Second Line/Great Northern Road improves with the opening of Peoples Road/Third Line.**

This suggestion will be taken into consideration during the EA process.

11. **Explore the option of completing the road from Industrial Park to Second Line as the road is mostly complete and it would keep transports and other motorized vehicles out of residential area.**

This suggestion will be investigated and may be incorporated into one or more of the alternative solutions.

- 12. Extension of Sackville Road will harm the existing neighbourhood and may be used more like a freeway with little or no regards to families that reside there.**

Impacts to adjacent land uses of potential projects are required to be addressed during the environmental assessment process. The speed of vehicles is beyond the scope of this project but with proper traffic law enforcement it is anticipated that this should not be an issue regardless of the selected alternative solution.

- 13. Suggest that an extension of Carmen's Way to Third Line be strongly considered.**

This suggestion will be investigated and may be incorporated into one or more of the alternative solutions.

- 14. Consider demand management as an alternative as its objective is to reduce traffic volumes by providing options to encourage more appropriate modes of transportation.**

The City is currently involved in the development of multi-use and non-motorized trail systems. This suggestion will be investigated and may be incorporated into one or more of the alternative solutions.

- 15. Extending Industrial Park Crescent to Second Line will create another traffic light on Second Line creating further disruption to traffic and without a means to connect to Third Line, creates more traffic at the points where any of the exits from the Industrial Park join Great Northern Road.**

The effects of this alternative will be evaluated as part of the EA process.

- 16. Suggestion for extension of Sackville Road to Third Line and to Industrial Court A. Homes are only located on the west side of the street; there are no schools; little pedestrian traffic; the east side of the road can provide property for any road widening.**

This suggestion will be investigated and may be incorporated into one or more of the alternative solutions.

- 17. If Sackville is only extended to Third Line and not Industrial Court A, traffic leaving Industrial Park still must travel along Great Northern Road and then Second Line if traveling west.**

Following the completion of the Third Line extension, traffic from Industrial Park will be able to travel west via Third Line. Traffic could also exit the north end of Industrial Park and travel south down Sackville to Second Line or follow the current route of exiting onto Great Northern Road and traveling west along Second Line.

- 18. Why do anything. Compared to southern Ontario the wait times are not significant. Although there might be an increase in traffic once the new hospital opens, traffic can bypass Great Northern Road by traveling along Black Road and Peoples Road to Third Line.**

Investigation during the compilation of the City of Sault Ste. Marie Transportation Planning Study noted that current traffic volumes on Great Northern Road exceed capacity and that future traffic increases is predicted.

The Sault Area Hospital Traffic Impact Study also identified the Great Northern Road/Second Line intersection as having insufficient capacity to adequately handle the expected demand and anticipated the intersection to provide level F service with demand exceeding capacity by 25%.

- 19. Suggests extending Sackville Road to Third Line or to Industrial Court A as it would be easier to construct and there are fewer homes on Sackville than on North Street.**

This suggestion will be investigated and may be incorporated into one or more of the alternative solutions.

- 20. Concerned with potential increase in traffic on Mary Avenue or the possibility of Mary Avenue becoming part of the City's truck route should North Street or Sackville Road be extended.**

Traffic volumes on the Mary Avenue are not anticipated to increase significantly. Mary Avenue is not currently, nor is it expected to ever be designated as a truck route.

- 21. Suggestion for Pine Street Extension to Third Line.**

This suggestion will be investigated and may be incorporated into one or more of the alternative solutions.

- 22. Extending North Street to Third Line would greatly increase the amount of traffic through the surrounding residential area.**

This concern will be noted and considered during the EA process.

- 23. Suggestion to connect Sackville Road to Industrial Park Crescent where Sackville Road meets Mary Avenue. Use as a short term solution and consider the extension of Sackville Road at a later time.**

This suggestion will be investigated and may be incorporated into one or more of the alternative solutions.

- 24. Suggests looking at possible route extensions on the east side of Great Northern Road such as a further extension of Pine Street, possibly using Terrance Avenue, or constructing a new road adjacent to the new hospital.**

The Sault Area Hospital Traffic Impact Study identified that a portion of the traffic assigned to Great Northern Road may potentially use Pine Street should it be extended further than Second Line, but the amount of traffic would not be enough to change the Study's conclusions regarding traffic issues along the Great Northern Road corridor. This suggestion will be investigated and may be incorporated into one or more of the alternative solutions.

- 25. Corridor capacity could be affected with the extension of Industrial Park Crescent to Second Line as it would require the installation of new traffic lights.**

The effects of this alternative will be evaluated as part of the EA process.

- 26. Suggests an east-west connection of Old Garden River Road to Terrance Avenue through Cedar Heights subdivision as well as the extension of Terrance Avenue to the new hospital parking lot.**

An extension of Terrance Avenue to Old Garden River Road will potentially reduce traffic on Old Garden River Road as well as traffic congestion at the Great Northern Road/Second Line intersection, however this does not address the issue of Great Northern Road being under capacity.

- 27. Suggests continuing the extension of Pine Street to Old Garden River Road to access the new hospital via Terrance Avenue.**

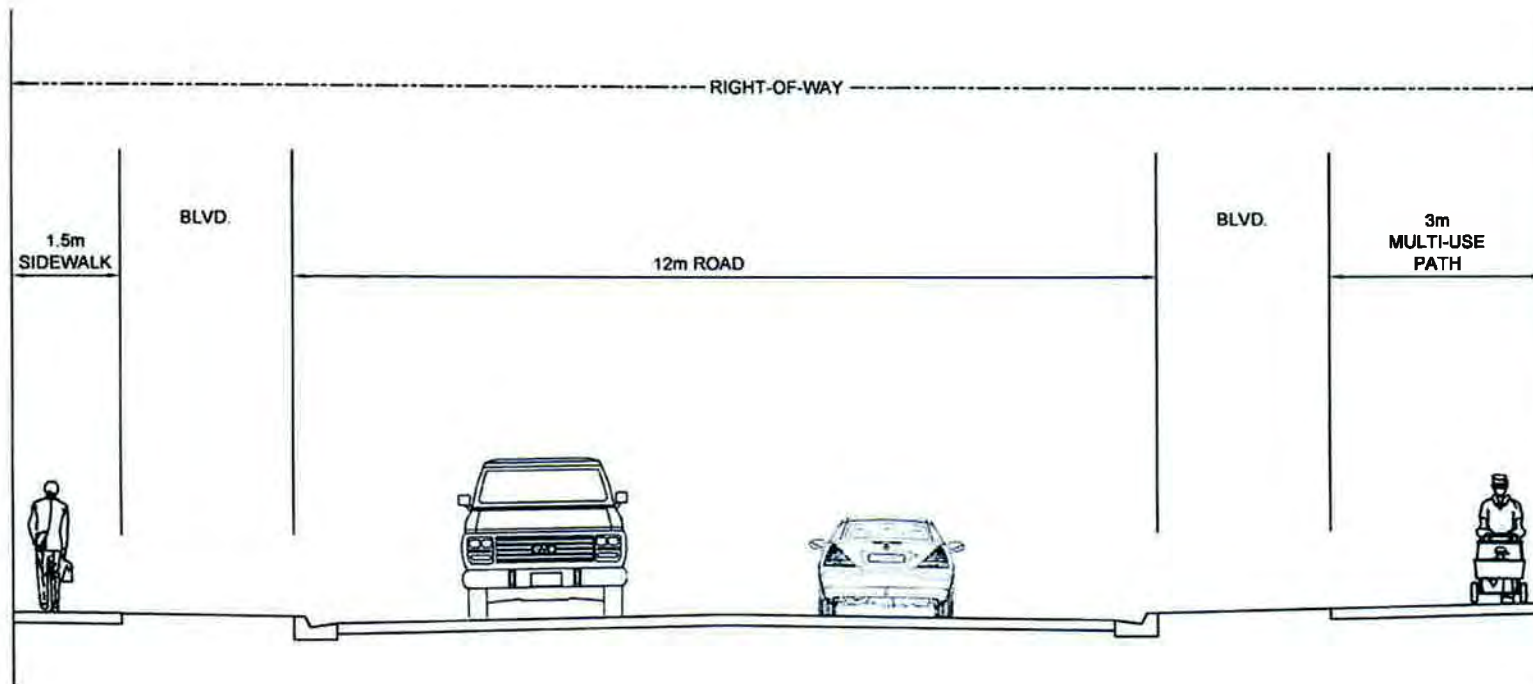
The Sault Area Hospital Traffic Impact Study stated that from field observations, it appears that Pine Street would not be able to intersect Old Garden River Road opposite Terrance Avenue, an arrangement that would have provided a four approach intersection with Terrance Avenue providing most of a direct route north of Old Garden River Road to the hospital site.

**APPENDIX 5  
PREFERRED DESIGN**









CLASS 'A'

ATTACHMENT #2

NOTICE OF ADDENDUM

## **NOTICE OF FILING OF ADDENDUM**

### **GREAT NORTHERN ROAD CORRIDOR TRAFFIC CAPACITY IMPROVEMENTS (Sackville Road Extension)**

The City of Sault Ste. Marie (City) completed a Schedule C Municipal Class Environmental Assessment (EA) in 2012 to address traffic capacity concerns in the Great Northern Road corridor, between Second Line and Third Line. An Environmental Study Report (ESR) was filed in early 2012 documenting the EA process and presenting the preferred recommended solution: construct an extension of Sackville Road to Third Line. Following the completion of the EA, the construction of the extension has been delayed due to budget constraints and the prioritization of other projects within the community.

Since it has been more than 10 years following the completion of the EA, the City has prepared this Addendum to the ESR to ensure that the preferred recommended solution remains valid, and that changes within the study area have not impacted the recommendations of the EA. The Addendum has been prepared in accordance with the requirements of the Municipal Class Environmental Assessment (MCEA).

There are no changes to the proposed project. The recommended solution, extending Sackville Road to Third Line remains valid.

By this notice, the Addendum is being placed on the public record for a 30-day review period. Project materials may be found on the City's website.

Interested parties are encouraged to contact the City or the Consultant at the addresses noted below with any comments within 30 days from the date of this Notice.

City of Sault Ste. Marie  
Attention: Maggie McAuley P. Eng.  
Municipal Services and Design Engineer  
99 Foster Drive, Civic Centre  
Sault Ste. Marie, ON  
Tel: (705) 759-5385

Kresin Engineering Corporation  
Attention: Michael Kresin, P. Eng.  
Consulting Engineer  
536 Fourth Line East  
Sault Ste. Marie, ON  
Tel: (705) 949-4900

During the review period, a request may be made to the Ministry of the Environment, Conservation and Parks (MECP) under Section 16 of the Environmental Assessment Act (EAA) for an order requiring a higher level of study (i.e. requiring individual EA approval), or that conditions be imposed on the project. A request can be made on the grounds that the order may prevent, mitigate or remedy adverse impact on existing Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests must include contact information, what kind of order is being requested (request for conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy potential adverse impacts on Aboriginal and treaty rights, and any information in



City of  
**Sault Ste. Marie**

**KRESIN**  
Engineering Corporation

support of the statements in the request. Request must be made by August 5, 2024 to the contacts below, with a copy to the City of Sault Ste. Marie at the address noted above.

**Minister of the Environment, Conservation and Parks**

Ministry of the Environment, Conservation and Parks  
777 Bay Street, 5<sup>th</sup> Floor  
Toronto ON, M7A 2J3  
minister.mecp@ontario.ca

**Director, Environmental Assessment Branch**

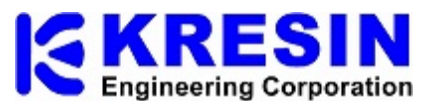
Ministry of the Environment, Conservation and Parks  
135 St. Clair Avenue West, 1<sup>st</sup> Floor  
Toronto ON, M4V 1P5  
EABDirector@ontario.ca

Under the *Freedom of Information and Protection of Privacy Act* and the *Environmental Assessment Act*, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person.

This notice first published on July 6, 2024.



City of  
**Sault Ste. Marie**





ATTACHMENT #3  
PROJECT CONSULTATION LIST

Ministry/Agency	Contact	Position	Address	City, Prov.	P.C.	Telephone	Fax	Email
Algoma District School Board	Ms. Lucia Reece	Director of Education	644 Albert Street East	Sault Ste. Marie, ON	P6A 2K7	705-945-7111		<a href="mailto:algoma_district_school_board@schoolmessengermail.com">algoma_district_school_board@schoolmessengermail.com</a>
Anishinabek Union / Union of Ontario Indians	Administration Office		P.O. Box 711	North Bay, ON	P1B 8J8	705-497-9127	705-497-9135	<a href="mailto:info@anishinabek.ca">info@anishinabek.ca</a>
Batchewana First Nation	Chief Mark McCoy	Chief	236 Frontenac Street	Sault Ste. Marie, ON	P6A 6Z1	705-759-0914		<a href="mailto:mmccoy@batchewana.ca">mmccoy@batchewana.ca</a>
City of Sault Ste. Marie	Mr. Matthew Shoemaker	Mayor	P.O. Box 580, 99 Foster Drive	Sault Ste. Marie, ON	P6A 5X6	705-759-5344	705-541-7171	<a href="mailto:mayor.shoemaker@cityssm.on.ca">mayor.shoemaker@cityssm.on.ca</a>
City of Sault Ste. Marie	Ms. Angela Caputo	Ward Councillor		Sault Ste. Marie, ON		705-989-5549		<a href="mailto:angela.caputo@cityssm.on.ca">angela.caputo@cityssm.on.ca</a>
City of Sault Ste. Marie	Mr. Ron Zagordo	Ward Councillor		Sault Ste. Marie, ON		705-542-1428		<a href="mailto:r.zagordo@cityssm.on.ca">r.zagordo@cityssm.on.ca</a>
City of Sault Ste. Marie, Planning Department	Mr. Peter Tonazzo	Director of Planning	P.O. Box 580, 99 Foster Drive	Sault Ste. Marie, ON	P6A 5X6	705-75-2780	705-541-7165	<a href="mailto:p.tonazzo@cityssm.on.ca">p.tonazzo@cityssm.on.ca</a>
City of Sault Ste. Marie, Public Works	Ms. Susan Hamilton Beach	Director, Public Works	128 Sackville Road	Sault Ste. Marie, ON	P6B 4T6	705-759-5207	705-541-7010	<a href="mailto:s.hamiltonbeach@cityssm.on.ca">s.hamiltonbeach@cityssm.on.ca</a>
City of Sault Ste. Marie, Public Works	Mr. Larry Giardi	Deputy CAO, Public Works and Engineering Services	128 Sackville Road	Sault Ste. Marie, ON	P6B 4T6	705-759-5206	705-541-7010	<a href="mailto:l.giardi@cityssm.on.ca">l.giardi@cityssm.on.ca</a>
Clean North	Mr. Bill Cole	Chair	736 A Queen Street East	Sault Ste. Marie, ON	P6A 2A9	705-945-1573		<a href="mailto:info@cleannorth.org">info@cleannorth.org</a>
Department of Fisheries and Oceans	To Whom It May Concern		867 Lakeshore Road	Burlington, ON	L7S 1A1	1-855-852-8320		<a href="mailto:FisheriesProtection@dfo-mpo.gc.ca">FisheriesProtection@dfo-mpo.gc.ca</a>
Garden River First Nation	Chief Karen Bell	Chief	7 Shingwauk Street	Garden River, ON	P6A 6Z8	705-946-6300	705-945-1415	<a href="mailto:karenbell@gardenriver.org">karenbell@gardenriver.org</a>
Hydro One Sault Ste. Marie	To Whom It May Concern							<a href="mailto:SecondaryLandUse@HydroOne.com">SecondaryLandUse@HydroOne.com</a>
Historic Sault Ste. Marie District Métis Community Council	Ms. Kim Powley	President	136 John Street	Sault Ste. Marie, ON	P6A 1P1	705-254-1768	705-254-3515	<a href="mailto:mno-ssmcouncil@shaw.ca">mno-ssmcouncil@shaw.ca</a>
Huron Superior District Catholic School Board	Mr. Danny Viotto	Director of Education	100 Ontario Avenue	Sault Ste. Marie, ON	P6B 1E3	705-945-5400	705-945-5575	<a href="mailto:Danny.Viotto@hscdsb.on.ca">Danny.Viotto@hscdsb.on.ca</a>
Crown-Indigenous Relations and Northern Affairs Canada	To Whom It May Concern		Unit M-760 Notre Dame Avenue	Sudbury, ON	P3A 2T4	705-522-6774	705-677-7976	<a href="mailto:infopubs@sac-isc.gc.ca">infopubs@sac-isc.gc.ca</a>
Ministry of Indigenous Affairs	To contact MECP							
Ministry of Citizenship and Multiculturalism	Ms. Karla Barboza	Team Lead, Heritage	400 University Avenue, 5th Floor	Toronto, ON	M7A 2R9	416-660-1027		<a href="mailto:karla.barboza@ontario.ca">karla.barboza@ontario.ca</a>
Ministry of the Environment, Conservation and Parks	To Whom It May Concern							<a href="mailto:eanotification.nregion@ontario.ca">eanotification.nregion@ontario.ca</a>
Ministry of Municipal Affairs and Housing, Northern Municipal Services Office	Ms. Anna Little	Manager	159 Cedar Street, Suite 401	Sudbury, ON	P3E 6A5	705-280-8946		<a href="mailto:anna.little@ontario.ca">anna.little@ontario.ca</a>
Ministry of Natural Resources and Forestry	Ms. Julie Robinson	Regional Land Use Planning Supervisor (A)	5520 Hwy #101, Postal Bag 3020	South Porcupine, ON	P0N 1H0	705-491-4676		<a href="mailto:julie.robinson@ontario.ca">julie.robinson@ontario.ca</a>
Ministry of Natural Resources and Forestry	Ms. Amy Clement	Regional Planning Coordinator (A)	5520 Hwy #101, Postal Bag 3020	South Porcupine, ON	P0N 1H0	705-755-5194		<a href="mailto:amy.clement@ontario.ca">amy.clement@ontario.ca</a>
Ministry of Mines	Ms. Tracey Burton	Manager (A), Strategic Support Unit	Willet Green Miller Centre, 2nd Floor, 933 Ramsay Lake Road	Sudbury, ON	P3E 6B5	705-918-1609		<a href="mailto:tracey.burton@ontario.ca">tracey.burton@ontario.ca</a>
Ministry of Northern Development	Mr. John Hall	Strategic Initiatives Advisor	159 Cedar Street, Suite 700	Sudbury, ON	P3E 6A5	705-561-7384		<a href="mailto:john.hall@ontario.ca">john.hall@ontario.ca</a>
Ministry of Infrastructure	Ms. Joanna Craig	Planner	1 Dundas Street West, Suite 2000	Toronto, ON	M5G 1Z3	647-965-6703		<a href="mailto:noticeview@infrastructureontario.ca">noticeview@infrastructureontario.ca</a>
Ministry of the Attorney General	Mr. Adam Mortimer	Counsel, Crown Law Office-Civil	8th Floor, 720 Bay Street	Toronto, ON	M7A 2S9	416-559-02126		<a href="mailto:adam.mortimer@ontario.ca">adam.mortimer@ontario.ca</a>
Ministry of Transportation	Mr. Christopher Marsh	Corridor Management Officer	70 Foster Drive, Suite 420	Sault Ste. Marie, ON	P6A 6V4	705-945-6685		<a href="mailto:Christopher.Marsh@ontario.ca">Christopher.Marsh@ontario.ca</a>
Mississauga First Nation	Chief Brent Niganobe	Chief	P.O. Box 1299, 66 Park Road	Blind River, On	P0R 1B0	705-356-1621	705-261-1441	<a href="mailto:cncaa@mississauga1.com">cncaa@mississauga1.com</a>
Moose Deer Point First Nation	Chief Rhonda Williams-Lovett		3720 Twelve Mile Bay Rd	MacTier, ON	P0C 1H0	705-375-5209		<a href="mailto:rhonda.williams-lovett@mdpfn.com">rhonda.williams-lovett@mdpfn.com</a>
North Channel Métis Council	Mr. Roly Blanchette	President						<a href="mailto:rolyblanchette@gmail.com">rolyblanchette@gmail.com</a>
PUC Services Inc.	Mr. Orlan Euale	Senior Water Distribution Engineer	500 Second Line East	Sault Ste. Marie, ON	P6A 6P2	759-6552		<a href="mailto:orlan.euale@ssmpuc.com">orlan.euale@ssmpuc.com</a> ; <a href="mailto:Eng-dept@ssmpuc.com">Eng-dept@ssmpuc.com</a>
PUC Services Inc.	Ms. Daniel Maione	Electrical Distribution Engineer	500 Second Line East	Sault Ste. Marie, ON	P6A 6P2	759-6552		<a href="mailto:daniel.maione@ssmpuc.com">daniel.maione@ssmpuc.com</a>
Sault Cycling Club	Mr. Jack Perrotta-Lewin	President	c/o 235 McNabb Street	Sault Ste. Marie, ON	P6B 1Y3			<a href="mailto:jack@saultcyclingclub.ca">jack@saultcyclingclub.ca</a>
Sault Ste. Marie Region Conservation Authority	Ms. Corrina Barrett	General Manager	1100 Fifth Line East	Sault Ste. Marie, ON	P6A 5K7	946-8530	946-8533	<a href="mailto:cbarrett@ssmrca.ca">cbarrett@ssmrca.ca</a>
Sault Trailblazers Snowmobile Club	Mr. John Breckenridge	President	68 Old Garden River Road	Sault Ste. Marie, ON	P6B 5A4			<a href="mailto:saulttrailblazers@gmail.com">saulttrailblazers@gmail.com</a>
Serpent River First Nation	Chief Wilma-Lee Johnston	Chief	195 Village Road East	Cutler, ON	P0P 1B0	705-811-2418		<a href="mailto:info@serpentriverfn.com">info@serpentriverfn.com</a>
Temagami First Nation	Chief Shelly Moore-Frappier	Chief	General Delivery	Bear Island, ON	P0H 1C0	705-237-8943	705-237-8959	<a href="mailto:shelly.moorefrappier@temagamifirstnation.ca">shelly.moorefrappier@temagamifirstnation.ca</a>
Transport Canada - Ontario Region	To Whom It May Concern							<a href="mailto:EnviroOnt@tc.gc.ca">EnviroOnt@tc.gc.ca</a>
Zhiibaahaasing First Nation	Chief Irene Sagon-Kells	Chief	36 Sagon Road	Silver Water, ON	P0P 1Y0	705-283-3963		<a href="mailto:zhiiband@manitoulin.net">zhiiband@manitoulin.net</a>
Public Contact	Mr. Robert	Rattle	118 Killamey Road	Sault Ste. Marie, ON	P6B 4N8	705-942-5818	NA	<a href="mailto:robert14robert@yahoo.ca">robert14robert@yahoo.ca</a>
Public Contact	Ms. Judy	Cameron	80 Cabot Crescent	Sault Ste. Marie, ON	P6C 5X1	705-253-7469	NA	<a href="mailto:jv.cameron@shaw.ca">jv.cameron@shaw.ca</a>