McKeown Avenue Reconstruction

Schedule “C” Class Environmental Assessment Addendum

Online Public Information Package (PIP)

R.V. Anderson Associates Limited
engineering • environment • infrastructure

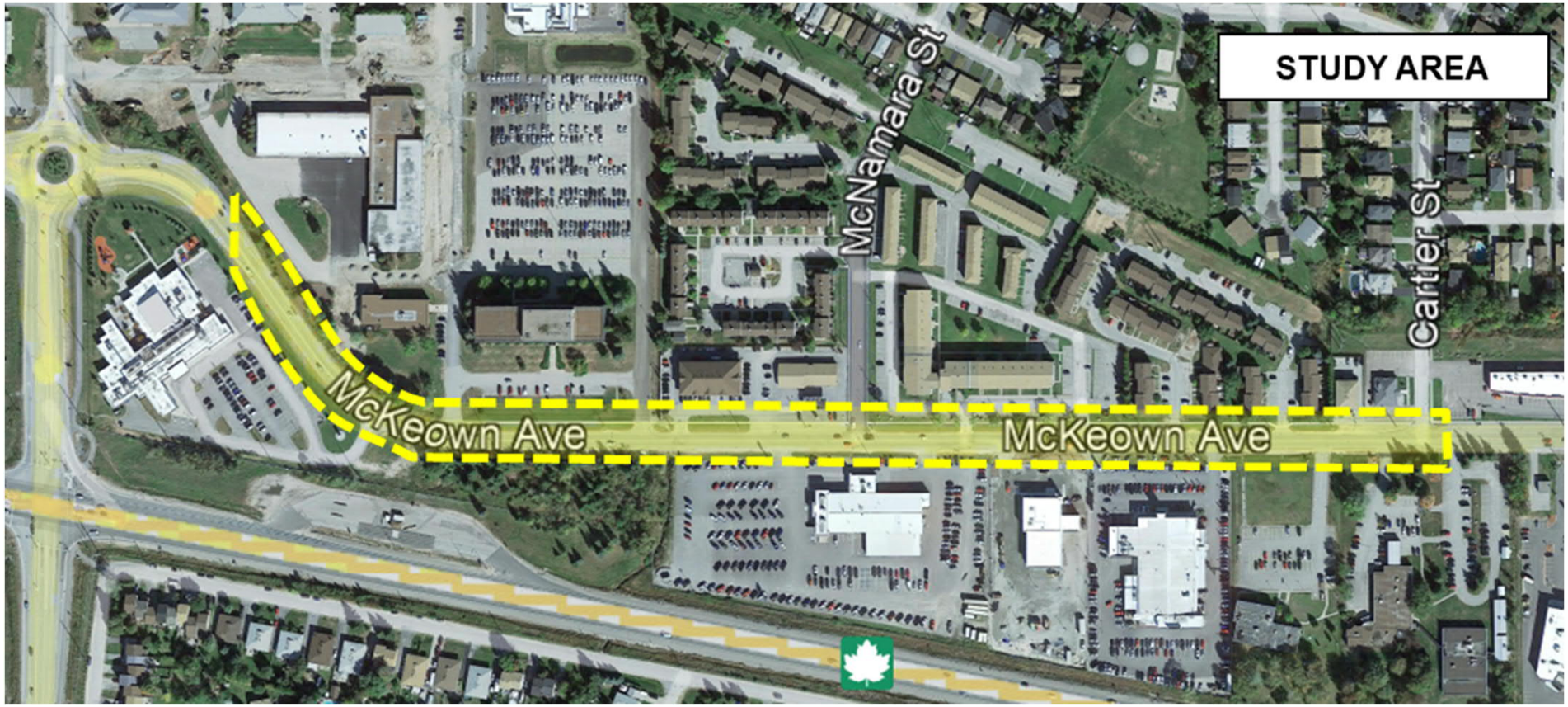
Purpose of the PIP

The purpose of this Public Information Package is to:

- Provide an overview of the:
  - Study area
  - Municipal Class Environmental Assessment Addendum Process
  - Background of the McKeown Avenue Reconstruction 1999 Class Environmental Assessment and relevant changes
- Present and gather your feedback on the:
  - Problem and opportunity statement
  - Alternative Solutions considered
  - Revised study recommendations
  - Preliminary impacts and mitigation measures

Study Area

The study area includes McKeown Avenue from Cartier Street to the Gormanville Road roundabout approach, the surrounding road approaches, as well as adjacent lands that may be affected.



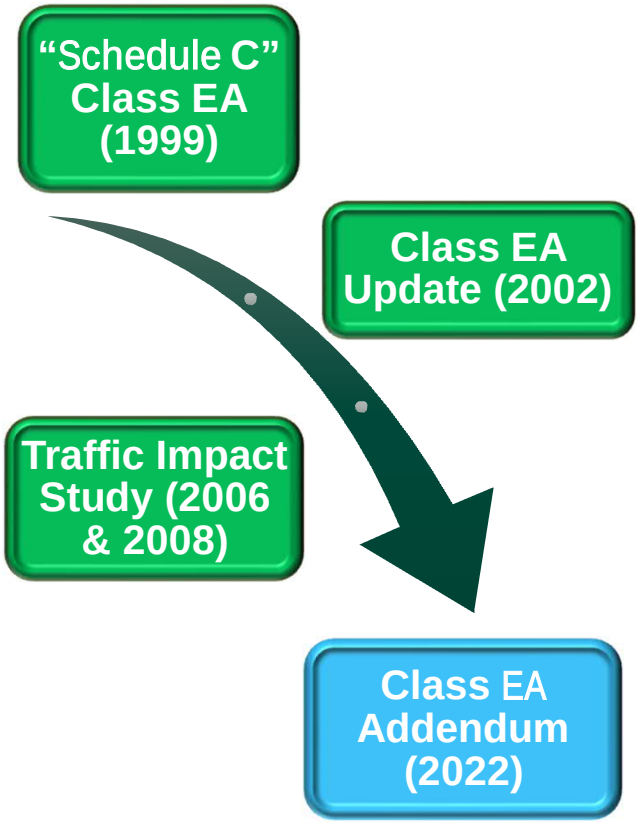
Class EA Addendum

What is a Class Environmental Assessment (EA)?

The Class EA is a planning process followed by municipalities in Ontario when planning for new infrastructure, which allows for public, technical agencies, and Indigenous community consultation and input.

What is a Class EA Addendum?

A Class EA report is valid for 10 years, after which an addendum needs to be completed prior to commencement of construction. A Class EA Addendum is a process to revise or update a Class EA's recommendations, to reflect changing regulations and site conditions since the original EA report.



Why are we doing it?

Considering that it has been over 10 years since the original Environmental Study Report was filed, the City initiated this 2022 Class EA addendum to reassess the widening of McKeown Avenue.

Timeline of McKeown Avenue Reconstruction

Schedule "C" Class EA (1999)

- Determined how to accommodate future traffic associated with planned developments along McKeown Avenue.
- Recommended widening to a five-lane cross section with 2 lanes in each direction, and a continuous centre left turn lane.

Class EA Update (2002)

- Re-evaluated the 1999 study recommendation, in consideration of additional traffic associated with the New North Bay Regional Health Centre, and general corridor development.
- Confirmed recommendation that McKeown Avenue be widened to a five-lane cross section.

Traffic Impact Study (2006) And Update (2008)

- Assessed the transportation needs of McKeown Avenue based on the implementation of commercial developments within the corridor.
- Concluded that the centre turn lane is not required, however a four-lane cross-section (two through lanes per direction) was still required.

Class EA Addendum (2022)

- As 10 years have passed since the 1999 ESR and 2002 Class EA Update, the 2022 Class EA Addendum was initiated to reassess the recommendations.

Changes to the Area since 2002

Changes to the study area include development along the corridor, and an associated increase in traffic, pedestrians and cyclists.

Changes in Land Use and Development

- Commercial development along the corridor
- New North Bay Regional Health Centre developed west of corridor
- Residential development in adjacent areas

Changes in Transportation Needs

- Current traffic volumes are 9,500 cars per day, which is expected to increase to 13,000 vehicles per day by 2041 (1999 Class EA anticipated 20,000 vehicles per day by 2004)
- Increased focus on accommodating cyclists and pedestrians

Problem or Opportunity Statement

The Problem / Opportunity Statement outlines the need and justification for the overall project and establishes the general parameters, or scope, of the study.

The Class EA (1999) and Class EA Addendum (2002) project objective was reviewed, and the Class EA Addendum Problem and Opportunity Statement was updated as follows:

- McKeown Avenue does not accommodate projected traffic volumes.
- McKeown Avenue does not balance the full range of potential users within the community, including users of all ages and abilities, pedestrians, cyclists, transit vehicles and motorists.

Alternative Solutions

The following alternative solutions to address the problem and opportunity statement were identified and developed for evaluation:

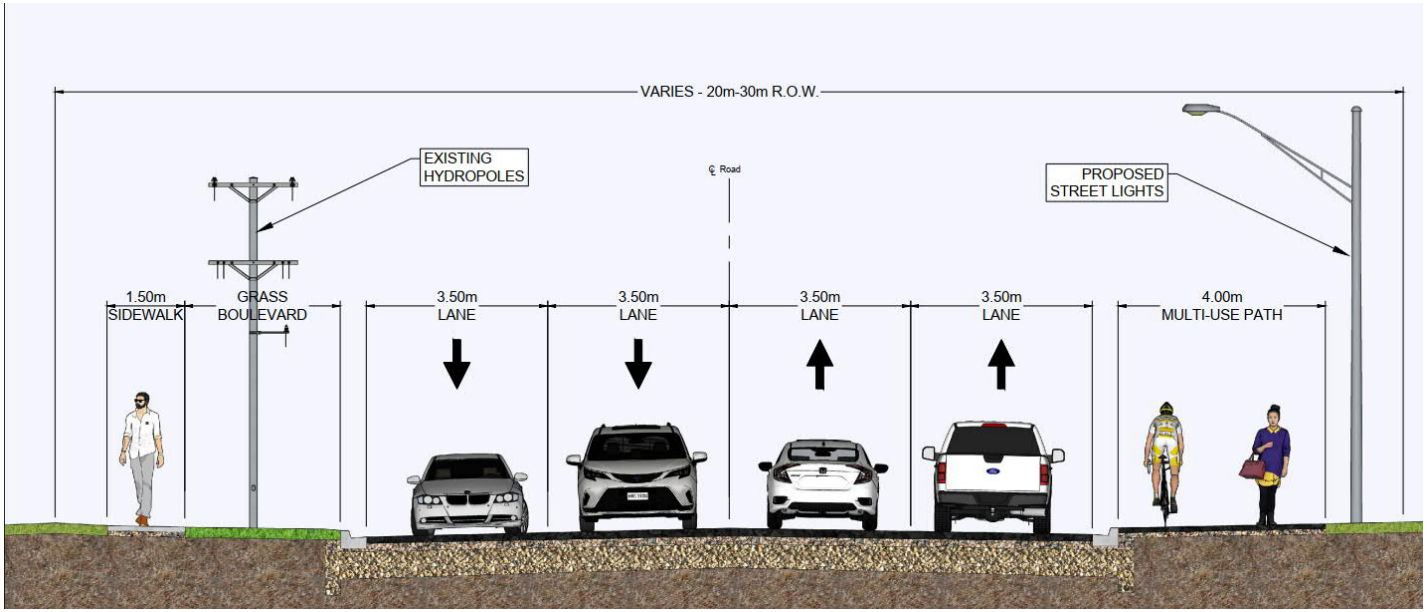
- **Alternative 1: Do Nothing** – Maintain existing cross-section, with no improvements.
- **Alternative 2: 4-Lane Cross-Section –** Widen the roadway to include 1 additional lane of through traffic in each direction.
- **Alternative 3: 5-Lane Cross-Section –** Widen the roadway to include 2 additional lanes of traffic in each direction, and a continuous centre left turn lane. (2002 recommendation).

Alternative 1 – Do Nothing

- Does not accommodate projected traffic volumes and does not improve active transportation facilities
- Does not address the problem / opportunity statement

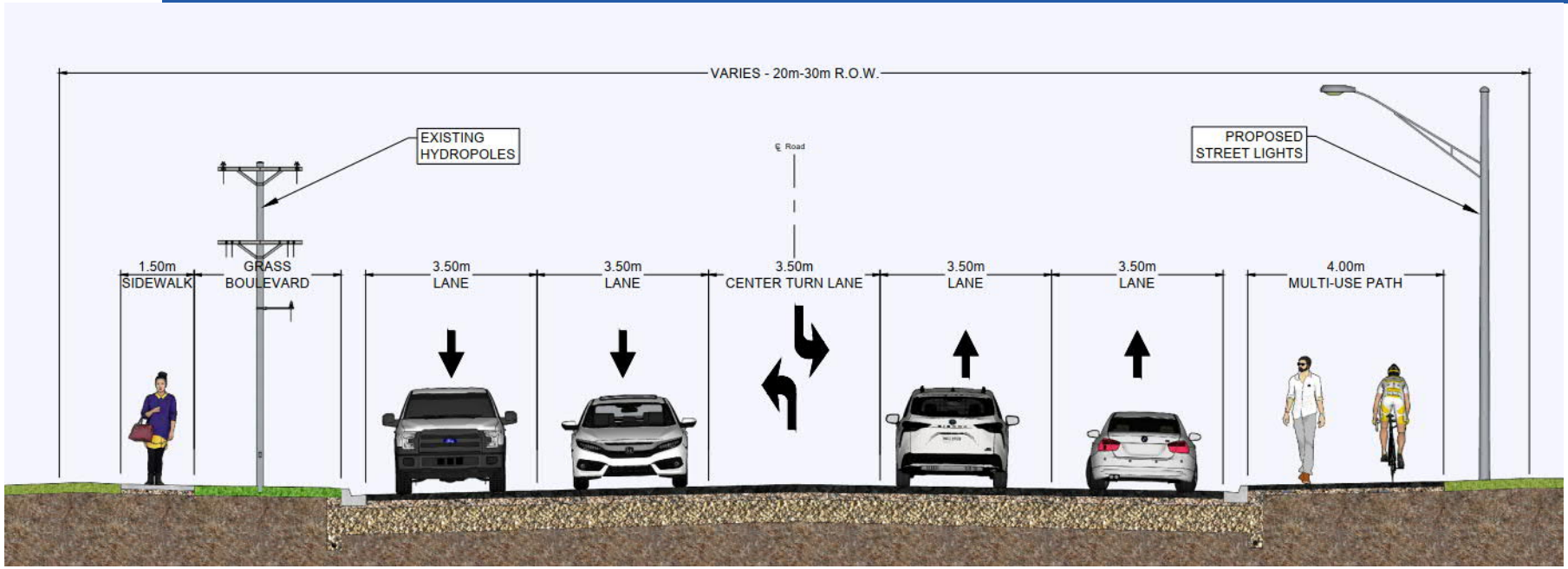
Note: This alternative is required to be considered under the Municipal Class EA planning process as a baseline for the comparison of alternative solutions.

Alternative 2 – 4-Lanes



- Relieves existing traffic congestion and accommodates projected traffic volumes.
- Provides continuity with the 4-lane cross sections of McKeown Road east of Cartier Street, and College Drive west of Gormanville Road.
- Utilizes existing sidewalk on the north side of the road, with a new multi-use path to accommodate pedestrians and cyclists on the south side of the road.
- Reduces property impacts, utility relocations, construction costs, and environmental impacts in comparison to wider cross-section.
- Provides more opportunities to motorists trying to turn into McKeown Ave from side streets

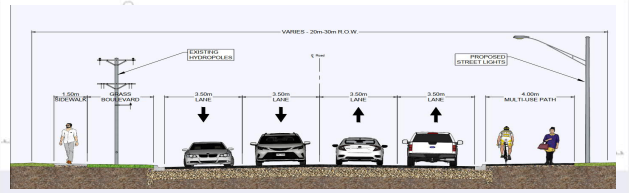
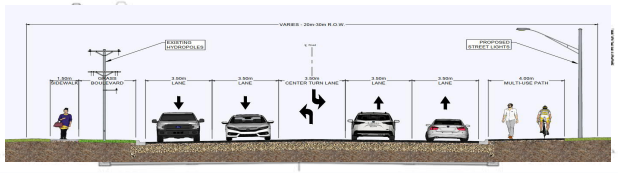
Alternative 3 – 5-Lanes



- Exceeds requirements of projected traffic volumes.
- Requires new sidewalk on the north side of the road, and a new multi-use path to accommodate pedestrians and cyclists on the south side of the road.
- Additional property acquisition, utility relocations, construction costs, and environmental impacts to accommodate wider cross-section.

Evaluation of Alternative Solutions

The alternative solutions were comparatively evaluated based on criteria representing the broad definition of the environment, as described in the EA Act.

Alternative Solutions	Traffic Operations & Safety	Social Environment	Natural Environment	Cultural Heritage Resources	Cost	Evaluation Summary
Alternative 1 - Do Nothing	○	◕	●	●	◑	Not Recommended
 Alternative 2 - 4-Lanes	●	◑	◕	●	◑	Recommended to be Carried Forward
 Alternative 3 - 5-Lanes	◑	○	◑	●	○	Not Recommended

Legend for Factor Evaluation

Least Preferred → Most Preferred

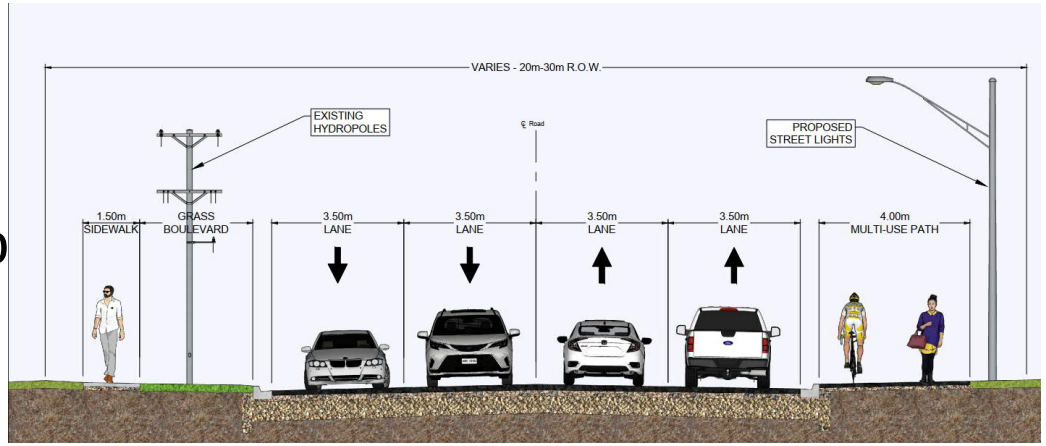
○ ◔ ◑ ◕ ●

Alternative 2 – 4-lanes is the recommended solution to be carried forward.

Summary of Study Recommendations

Transportation Recommendations

- Widen roadway to 4-lanes
- Introduce new multi-use pathway to accommodate pedestrians and cyclists.



Stormwater Recommendations

- Install new underground infiltration facility to accommodate road widening, in consideration of climate change.

Sanitary Sewer Recommendations

- Existing sanitary sewer to be removed and replaced with larger diameter trunk main to accommodate current flows.

Key Impacts and Mitigation Measures

While implementing the 4-lane cross section has fewer impacts than the 2002 recommendation of 5 lanes, some impacts are anticipated.

Vehicle Traffic, Pedestrians and Cyclists	• Improved traffic operations and active transportation facilities.
Social Environment Impacts	• Approximately 710 m² of property acquisition required • Approximately 591 m² of easement required to accommodate underground infiltration facility.
Natural Environment and Climate Change Impacts	• Minor impact on existing trees due to widening. • Minor impacts to aquatic environments from works adjacent to Pinewood Creek and from culvert works
Utility Impacts	• Minimum relocation of utility poles is anticipated, and relocation of underground Bell line may be required. No major impacts to watermain or gas is anticipated.

Mitigation measures will be further developed during detailed design, to reduce the severity and duration of any impacts.

Next Steps

- Review and address the comments submitted on this PIP (please submit comments by **November 4th,2022)**.
- Consult with additional stakeholders and technical agencies, as required.
- Prepare and submit a Notice of Filing of Addendum for 30-Day public review.
- Proceed with detailed design with construction to begin in 2023 (pending Council approval and budget).

Thank you!

Thank you for reviewing the materials. Your input is important!

You can provide your comments, questions, or concerns to the contact listed below by **November 4th , 2022.**

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