



McKeown Avenue Reconstruction

Addendum to the 1999 Schedule 'C' Class Environmental Assessment Environmental Study Report

Public Information Package Summary Report

FINAL

City of North Bay



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RVA 216166

February 2, 2023

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1.0 INTRODUCTION

R.V. Anderson Associates Limited (RVA) was retained by the City of North Bay to complete the Addendum to the 1999 McKeown Avenue Schedule 'C' Class Environmental Assessment (EA) Environmental Study Report (ESR), in accordance with the *Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011 & 2015)*. Considering that it has been over 10 years since the original Environmental Study Report was filed, the City initiated this EA Addendum to reassess the widening of McKeown Avenue in consideration of the changes that have occurred since 1999, including traffic volumes and patterns, development, and regulations.

1.1 Public Information Package

The purpose of the Public Information Package (PIP) was to share and receive input from members of the public and local residents, as well as the technical agencies, stakeholder groups, and Indigenous communities who were involved in the 1999 EA, and / or the City has identified as having potential interest in the updated recommendations. The display materials presented information on the EA Addendum process including the need and justification, alternatives considered, and revised recommendations.

The PIP was posted to the City's project webpage on October 25, 2022, and were available for comment for 18 days, until November 11, 2022. Display materials were posted to the project website, and were available in an alternate format (i.e., hard copy) upon request. Refer to **Appendix 1** for copies of the materials made available for comment.

2.0 STAKEHOLDERS AND NOTIFICATION

Notification of the PIP was provided through various methods and media, as outlined below.

- **General Public**
 - Notice posted on the City's website on October 25, 2022
- **Local Residents & Businesses**
 - Notice mailed to all property owners within the study area
- **Technical Agencies, Local Interest Groups and Indigenous Communities**
 - Emails containing the notice and details of the PIC were sent on May 30, 2022
- **Project Mailing List (other parties who previously submitted comments on the original ESR or indicated interest in the project)**

- Email containing the notice and details of the PIP was sent on October 25, 2022

Refer to **Appendix 2** for copies of the published notifications, stakeholder contact list and notice distribution mailing area.

3.0 PARTICIPATION AND COMMENT SUMMARY

Members of the public and local residents, as well as technical agencies, stakeholder groups, and Indigenous communities who were involved in the 1999 EA were encouraged to provide input to the project team following review of the materials within the information package by providing their comments to the project team directly via mail e-mail, and/or phone.

3.1 Residents and General Public

A total of 27 comments were received during the commenting period. A summary of the comments received, and how these comments were considered in the Addendum to the ESR is provided below in Table 3.2. All comments received are included in **Appendix 3**.

Table 3.1 – Summary of Residents and General Public Comments Received

TOPIC OF COMMENT RECEIVED	COMMENT SUMMARY	CONSIDERATION OF COMMENTS IN CLASS EA
Recommended Cross-Section	<ul style="list-style-type: none"> - Some residents expressed a desire for a 3-lane cross-section. - Residents expressed a desire for improved cyclist and pedestrian facilities, with separation from vehicles. - Some residents expressed a desire to limit the number of driveway entrances onto McKeown Avenue, while property owners expressed desire to maintain current accesses. - Some residents preferred a multi-use path on the north side of the road, as opposed to the recommended south side. 	<ul style="list-style-type: none"> - The 1999 EA recommended implementing a 5-lane cross-section. The 2006 Traffic Impact Study (TIS) reassessed the need to widen to 5 lanes, and it was determined that a 4-lanes cross-section was sufficient. The Transportation Needs Assessment undertaken for the Addendum to the ESR confirmed that a 4-lane cross-section is sufficient. 3-lane cross-section is not considered desirable based on the 4-lane cross-section east of the study area. - Pedestrians and cyclists will be accommodated via a 1.5-meter-wide sidewalk on the north side of the road, and a 3-meter-wide multi-use-path on the south side of the road, separated from the roadway by barrier curb and gutter. - Driveway entrances will remain in their current configurations. - Due to property and utility constraints, the new multi-use path is recommended to remain on the south side of the roadway. Additional traffic signal at McNamara and improvements to existing traffic signals will improve crossing ability for pedestrians and cyclists between the north and south side of the roadway.
McNamara Street at McKeown Avenue Intersection	<ul style="list-style-type: none"> - Residents expressed desire for improvements to the McNamara Street at McKeown Avenue including the desire to signalize the intersection including a controlled pedestrian crossing. 	<ul style="list-style-type: none"> - Recommendations have been revised to signalize the intersection at McKeown Avenue and McNamara Street with a controlled pedestrian crossing.
Cartier Street at McKeown Avenue Intersection	<ul style="list-style-type: none"> - Residents expressed concerns regarding pedestrian and vehicular safety and operations and expressed desire for improvements to the Cartier Street at McKeown Avenue intersection. 	<ul style="list-style-type: none"> - City has initiated a safety assessment of this intersection to confirm improvements required.
Midblock Intersection	<ul style="list-style-type: none"> - Residents expressed concerns regarding pedestrian and vehicular safety and operations and expressed 	<ul style="list-style-type: none"> - City has expanded the study area to include the reconfiguration of the midblock intersection to address geometric, traffic control

TOPIC OF COMMENT RECEIVED	COMMENT SUMMARY	CONSIDERATION OF COMMENTS IN CLASS EA
between Cartier Street and Champlain Street	desire for improvements to the midblock intersection between Cartier Street and Champlain Street at McKeown Avenue.	and traffic volume requirements. This will include accommodation of additional traffic from Trussler School site development, need for additional left turn lanes on McKeown Avenue and signal & pavement marking modifications.
Champlain Street at McKeown Avenue Intersection	<ul style="list-style-type: none"> - Residents expressed desire for improvements to the Champlain Street at McKeown Avenue intersection including concerns regarding pedestrian safety, the ability to accommodate additional traffic from Trussler School, and operational concerns of the signal (left-turn queues, long wait times). 	<ul style="list-style-type: none"> - City has expanded the study area to include the Champlain Street at McKeown Avenue intersection to address geometric, traffic control and traffic volume requirements. This will include accommodation of additional traffic from Trussler School site development, and consider the need for additional left turn lanes on McKeown Avenue and signal & pavement marking modifications. - City has initiated a safety assessment of this intersection to confirm improvements required.
Broader Network Improvements	<ul style="list-style-type: none"> - Residents expressed desire for improvements to various roadways including Champlain Street, McKeown Commons, and Algonquin. 	<ul style="list-style-type: none"> - While these areas are beyond the scope of the Addendum, the comments will be considered by City staff for any potential future improvements.
Street Trees	<ul style="list-style-type: none"> - Residents expressed a desire for street trees. 	<ul style="list-style-type: none"> - Impacted trees will be replanted in existing or similar locations.
Access to Businesses During Construction	<ul style="list-style-type: none"> - Property owners expressed concern regarding access to businesses during construction, especially after the impacts of Covid-19. 	<ul style="list-style-type: none"> - Local businesses are to be notified well in advance of the start of construction to minimize impacts to adjacent businesses along the corridor. To this end, every effort will be made to keep business entrances open for as long as possible during construction. - The City /contractor will work with the owner to ensure construction activities are communicated well in advance of any disruption so that this information can be passed on to their clients. - Temporary directional signage directing vehicles to businesses in the study area will be added at specific locations along the detour routes.

TOPIC OF COMMENT RECEIVED	COMMENT SUMMARY	CONSIDERATION OF COMMENTS IN CLASS EA
Storm and Sanitary Sewer Improvements	<ul style="list-style-type: none"> - Some residents expressed concern regarding the feasibility of storm and sanitary sewer improvements. 	<ul style="list-style-type: none"> - Storm and Sanitary Sewer Improvements to be confirmed during detailed design to ensure widening and future development is accommodated by City's infrastructure.
Development of former Trussler School	<ul style="list-style-type: none"> - Residents expressed concern regarding the redevelopment of the Trussler School property, including that the road network will not be able to accommodate the increase in vehicles associated with the development. 	<ul style="list-style-type: none"> - While details of the development of the property are not within the scope of the EA Addendum, the Transportation Needs Assessment completed as part of this study included the expected site generated traffic volumes for potential development along the corridor, including the Trussler School property, to ensure the study recommendations accommodate future traffic, pedestrian, and cyclist volumes. - The assumptions made in the Traffic Impact Study (completed by owner of Former Trussler School property) for trips generated from this site are very similar to the assumptions made in the EA Transportation Needs Assessment.

3.2 Technical Agencies and Stakeholder Groups

An email containing the notice and details of the PIP was sent to relevant technical agencies and stakeholders on October 25, 2022. The complete list of Technical Agencies and Stakeholders who received the PIP Notification is provided in **Appendix 2**. Comments on the PIP display materials were received from the City of North Bay.

Table 3.2 - Summary of Technical Agency Comments Received summarizes the comments received from various technical agencies in review of the PIP.

Table 3.2 - Summary of Technical Agency Comments Received

AGENCY/ GROUP	COMMENT SUMMARY	CONSIDERATION OF COMMENTS IN CLASS EA
Ministry of the Environment Conservation and Parks (MECP)	- MECP noted that they expect a qualitative air quality assessment be completed and recommended that the original noise report be updated.	- Based on MECP's advice, the project team initiated a Traffic Air Quality Assessment and Traffic Noise Assessment.
North Bay-Mattawa Conservation Authority (NBMCA)	- NBMCA identified a watercourse feature regulated by NBMCA under Ontario Regulation 177/06, Development, Interference with Wetlands and Alterations to Shorelines and Watercourse (DIA) within the study area, noting that in any future planning for work in this area, a DIA permit would be required which would set out appropriate sediment and erosion controls and in-water work measures.	- It was noted that for any future planning for work in this area, a DIA permit would be required which would set out appropriate sediment and erosion controls and in-water work measures.
Ministry of Citizenship and Multiculturalism (MCM)	- MCM recommended that archaeological potential and potential for built heritage resources and cultural heritage landscapes within the study area should be reconsidered.	- Based on MCM's advice, the project team initiated a Stage 1 Archaeological Assessment and a Cultural Heritage study.

All comments received, meeting agendas and follow-up discussions involving Technical Agencies and Stakeholder Groups are included in **Appendix 3**.

3.3 Indigenous Communities

Various Indigenous communities were notified of the study through the Notice of the PIP, in order to identify any potential issues or concerns regarding possible impacts to Aboriginal and Treaty Rights, or any other interests or questions that the community may

have with regard to this study. The following Indigenous Communities were notified of the study and PIP:

- Nipissing First Nation
- Dokis First Nation
- MNO Region 5 - North Bay Métis Council
- Métis Nation of Ontario
- Anishinabek Nation

The North Bay Indian Friendship Centre was also notified of the study. An email containing the notice and details of PIP was sent to these Indigenous communities on October 25, 2022. No correspondence was received from any of the communities. The complete list of Indigenous communities that the Notice of the PIP was distributed to is provided in **Appendix 2**.

4.0 REVISED STUDY AREA AND NEXT STEPS

4.1 Revised Study Area

As noted above, based on the comments received, the City has extended the study area easterly to include the intersection of McKeown Avenue at Champlain Street. The revised study area is highlighted in **Figure 4.1**.

Improvements to this portion of McKeown Avenue were included in the 1999 ESR, and as such, the recommendations will be reflected in the Addendum to the Environmental Study Report (ESR) as discussed below.



Figure 4.1 - Revised Study Area

4.2 Next Steps

The next step in the Class EA Addendum process is to complete the Addendum to the Environmental Study (ESR) Report and issue the Notice of Filing of Addendum. This will

begin a 30-day review period for interested public, agencies, Indigenous Communities to review and provide comments to this Addendum to the ESR.

The Notice of Filing of Addendum will also advise the public that during the 30-day review period, a request may be made to the Ministry of the Environment, Conservation and Parks (MECP) for an order requiring a higher level of study (i.e. requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g. require further studies), **only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights.**

Following the public review period, the MECP has an additional 30 days to consider the project and review any potential Section 16 Order requests submitted. Following MECP review period, the project may proceed to detailed design and construction, provided the ministry is not reviewing Section 16 Order requests related to the project, and subject to any other permits and approvals that may be required.

Subject to comments received on the Project File Report, the City intends to proceed with the detailed design of this project in 2023. Due to utility relocation and permitting consideration, the anticipated road construction is expected in 2024, subject to budget approval. A summary of the next steps as anticipated timeline is described in the table below.

Table 4.1 – Anticipated Timeline of Next Steps

Activity	Timing
Project File Report and Notice of Study Completion	Spring 2023
Project File Report Public Review Period	30-days following Notice of Study Completion
Additional MECP Review Period	30-days following close of public review period
Detailed Design	2023 - 2024
Road Construction (Subject to Budget Approval)	2024

APPENDIX 1

PIP MATERIALS



McKeown Avenue Reconstruction Schedule "C" Class Environmental Assessment Addendum



Online Public Information Package (PIP)



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





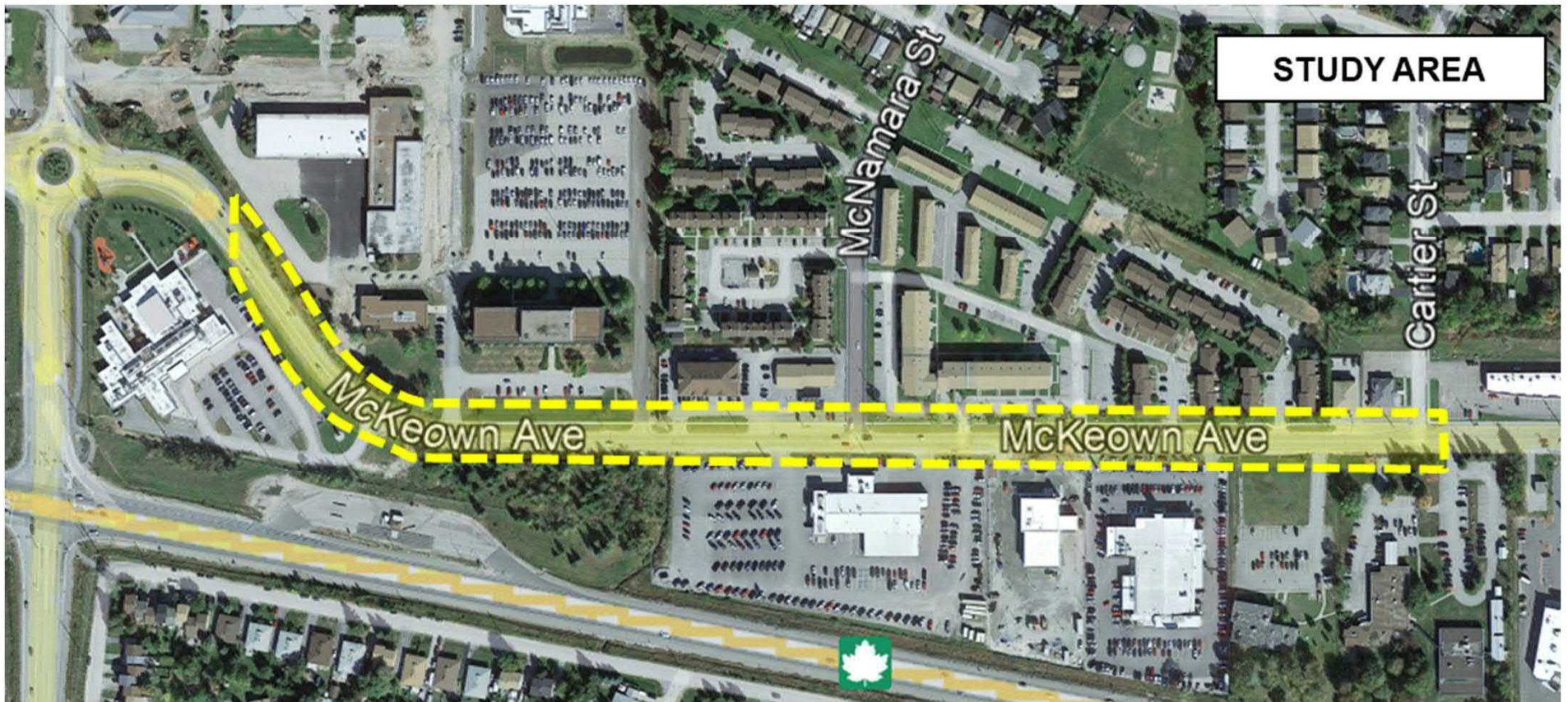
Purpose of the PIP

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)?

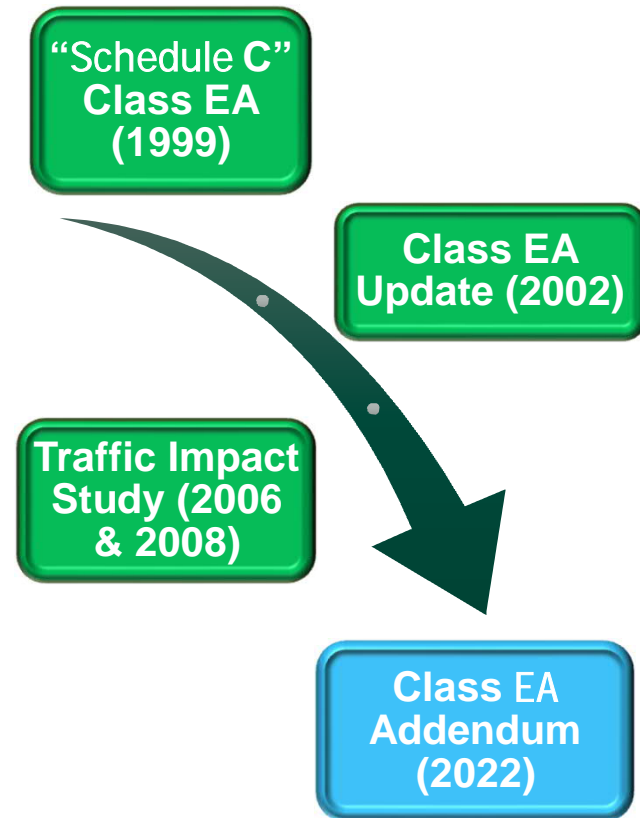
The Class EA is a planning process followed by municipalities in Ontario when planning for new infrastructure, which allows for public, technical agencies, and Indigenous community consultation and input.

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)



Class EA Update
(2002)



Traffic Impact Study
(2006) And Update
(2008)



Class EA Addendum
(2022)



- 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.

- 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.

- 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.

- 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).

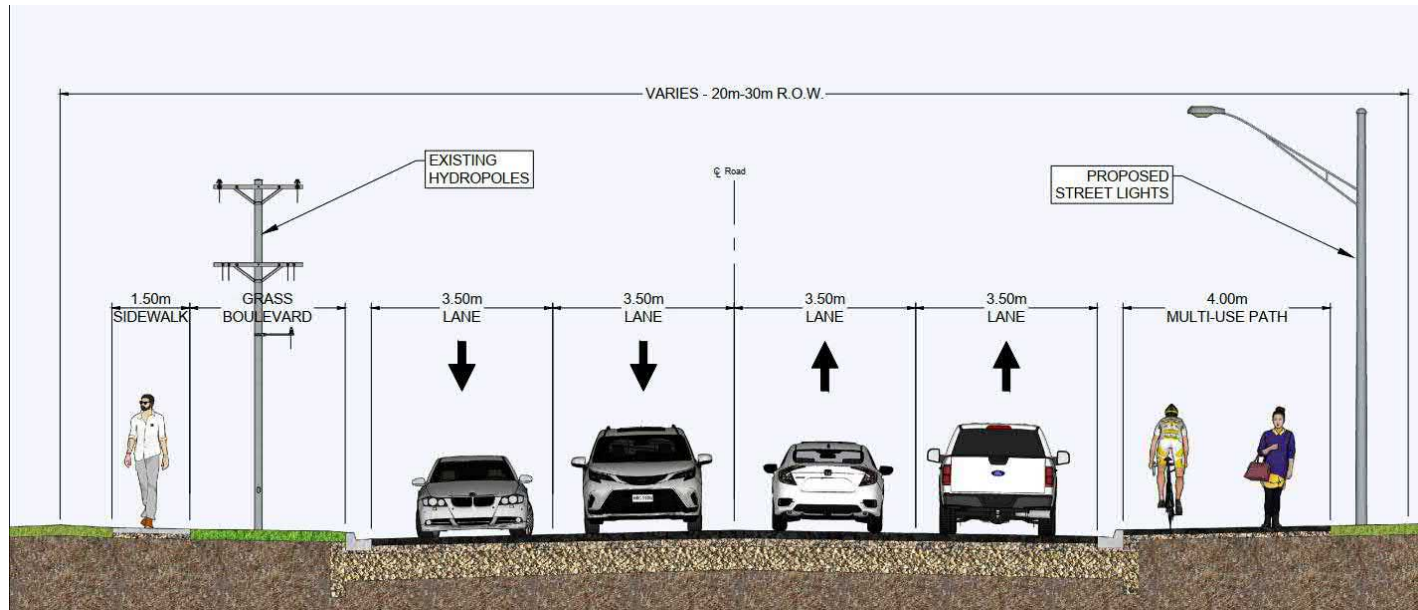
Alternative 1 – Do Nothing



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

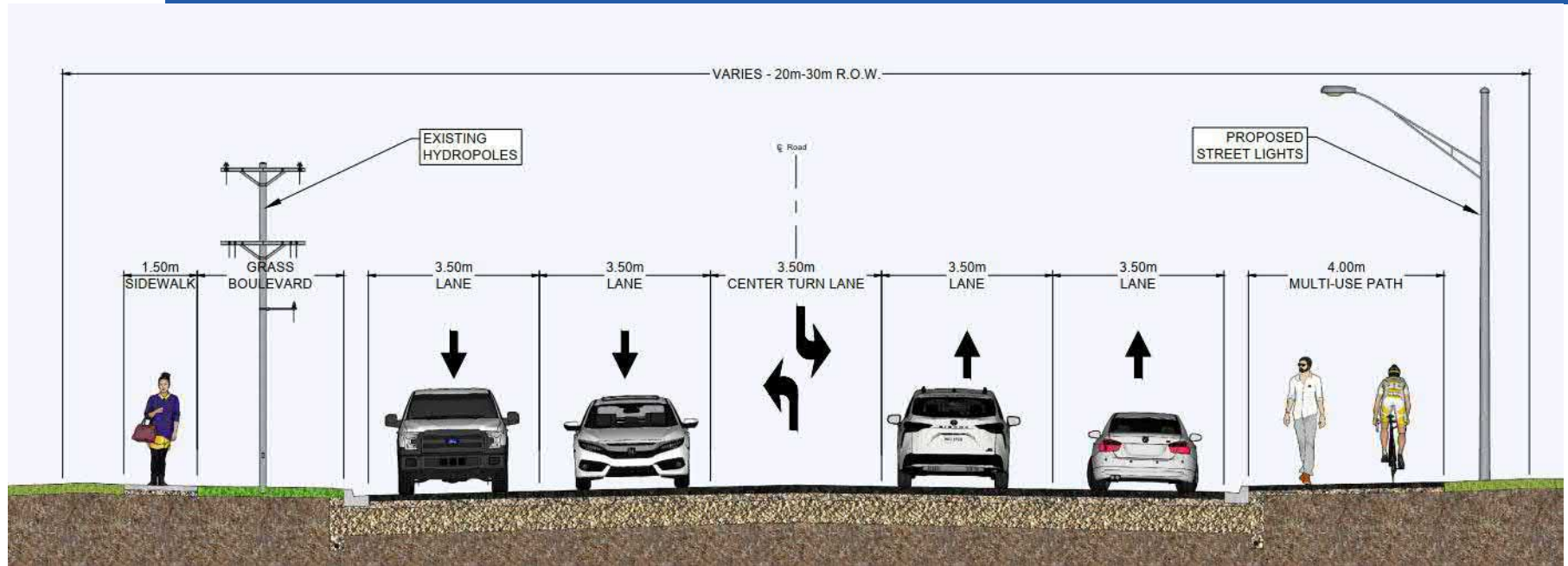
Note: This alternative is required to be considered under the Municipal Class EA planning process as a baseline for the comparison of alternative solutions.

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

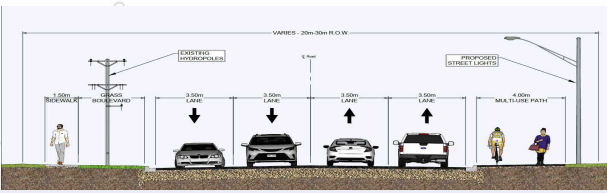
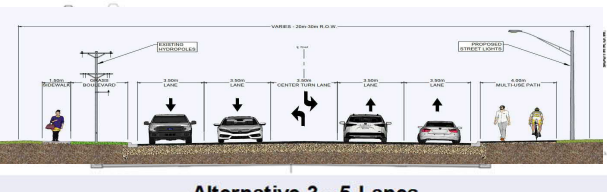
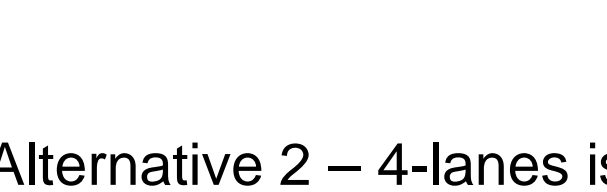
Alternative 3 – 5-Lanes



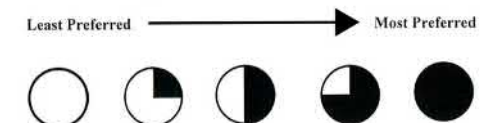
- Exceeds requirements of projected traffic volumes.
- Requires new sidewalk on the north side of the road, and a new multi-use path to accommodate pedestrians and cyclists on the south side of the road.
- Additional property acquisition, utility relocations, construction costs, and environmental impacts 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
<p>Alternative 1 - Do Nothing</p> 	○	◐	●	●	◐	Not Recommended
<p>Alternative 2 - 4-Lanes</p> 	●	◐	◐	●	◐	Recommended to be Carried Forward
<p>Alternative 3 - 5-Lanes</p> 	◐	○	◐	●	○	Not Recommended

Legend for Factor Evaluation



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

Summary of Study Recommendations

Transportation Recommendations

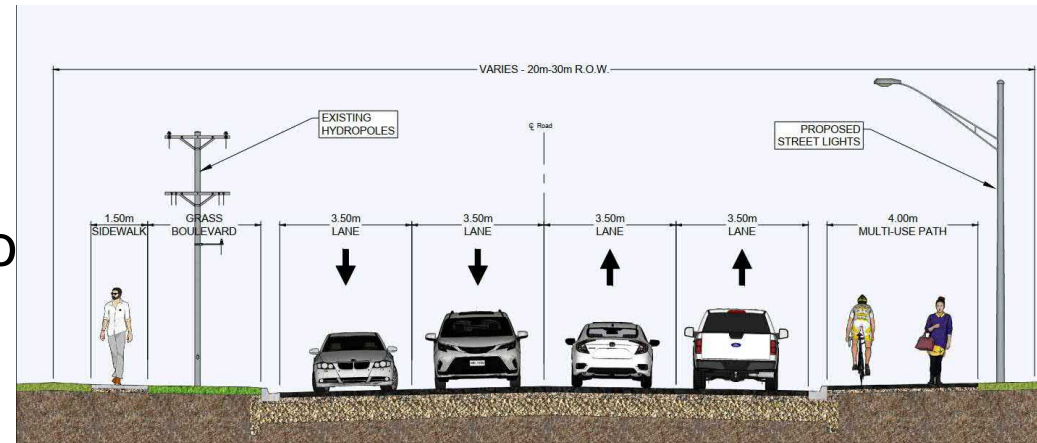
- Widen roadway to 4-lanes
- Introduce new multi-use pathway to accommodate pedestrians and cyclists.

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 11th, 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 11th, 2022.**

Reid Porter

Infrastructure Engineer

City of North Bay

Phone: 705-474-4000 ext. 2304

Email: reid.porter@northbay.ca

APPENDIX 2

NOTIFICATION MATERIAL

APPENDIX 2-1

Notices

McKeown Avenue Reconstruction Schedule “C” Class Environmental Assessment Addendum

The Study

The City of North Bay is preparing an Addendum to the 1999 McKeown Avenue Schedule ‘C’ Class Environmental Assessment (EA) Environmental Study Report (ESR). The study area includes McKeown Avenue from Cartier Street to the Gormanville Road roundabout approach as shown in the key plan below. The project is being completed in accordance with requirements for Schedule ‘C’ projects within the Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011 & 2015) process under the *Ontario Environmental Assessment Act*.



Why We’re Completing It

Considering that it has been over 10 years since the original Environmental Study Report was filed, the City initiated this EA Addendum to reassess the widening of McKeown Avenue in consideration of the changes that have occurred since 1999, including traffic volumes and patterns, development, and regulations.

Get Involved

The City invites you to learn about the EA Addendum including the need and justification, alternatives considered, and revised recommendations, on the project website at:

<https://www.northbay.ca/projects/mckeown-avenue-reconstruction-schedule-c-class-environmental-assessment-addendum/>. Changes to the 1999 EA will be documented in an Addendum to the

Environmental Study Report (ESR), which will be made available for a 30-day public review period. A Notice of Filing of EA Addendum will be issued at that stage.

To provide comments, questions, or concerns on the materials, or request a hard copy of the online material, contact the below by **November 11th, 2022**.

Reid Porter
Infrastructure Engineer
City of North Bay
Phone: 705-474-4000 ext. 2304
Email: reid.porter@northbay.ca

This notice was first issued October 25, 2022

*Information collected will be used in accordance with the Freedom of Information and Protection Privacy Act. With the exception of personal information, all comments will become part of the public record.

Connor Maclsaac

From: Connor Maclsaac
Sent: October 25, 2022 2:50 PM
Cc: Jimmy Rathod; reid.porter@northbay.ca
Subject: City of North Bay - McKeown Avenue Reconstruction Schedule "C" Class Environmental Assessment Addendum - Notice of Public Information Package
Attachments: 216166-McKeownRoadEA_NoticeofOnlinePIP_Final.pdf
Categories: Filed by Newforma

Dear Sir / Madam,

On behalf of The City of North Bay, please find attached the Notice of Public Information Package prepared for the Addendum to the 1999 McKeown Avenue Schedule 'C' Class Environmental Assessment (EA) Environmental Study Report (ESR). Considering that it has been over 10 years since the original Environmental Study Report was filed, the City initiated this EA Addendum to reassess the widening of McKeown Avenue in consideration of the changes that have occurred since 1999, including traffic volumes and patterns, development, and regulations. You are receiving this notice as your agency or group was involved in the 1999 EA, and / or the City has identified you as having potential interest in the updated recommendations.

The City invites you to learn about the EA Addendum including the need and justification, alternatives considered, and revised recommendations, on the project website at: [McKeown Avenue Reconstruction - Schedule "C" Class Environmental Assessment Addendum | City of North Bay](#).

Changes to the 1999 EA will be documented in an Addendum to the Environmental Study Report (ESR), which will be made available for a 30-day public review period. A Notice of Filing of EA Addendum will be issued at that stage.

To provide comments, questions, or concerns on the materials, request a hard copy of the online material, or to be removed from the contact list, please contact the below by **November 11th, 2022**.

Reid Porter
Infrastructure Engineer
City of North Bay
Phone: 705-474-4000 ext. 2304
Email: reid.porter@northbay.ca

Kind Regards,



Connor Maclsaac, ENV SP, EPT

ENVIRONMENTAL PLANNER, EA & APPROVALS

t 905 685 5049 ext. 4218

a 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1





McKeown Avenue Reconstruction - Schedule "C" Cla...

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Timeline

- The time to provide your comments, questions, or concerns to the contact listed below has been extended until November 11th, 2022

Reid Porter Infrastructure
Engineer City of North Bay
Phone: 705-474-4000 ext. 2304
Email: reid.porter@northbay.ca

Related Documents

- [McKeown Avenue Reconstruction Schedule "C" Class Environmental Assessment Addendum](#)

Contacts

Reid Porter
Infrastructure Engineer
reid.porter@northbay.ca
[705-474-0400 ext. 2304](tel:(705)474-0400)

APPENDIX 2-2

Technical Agency Stakeholder List

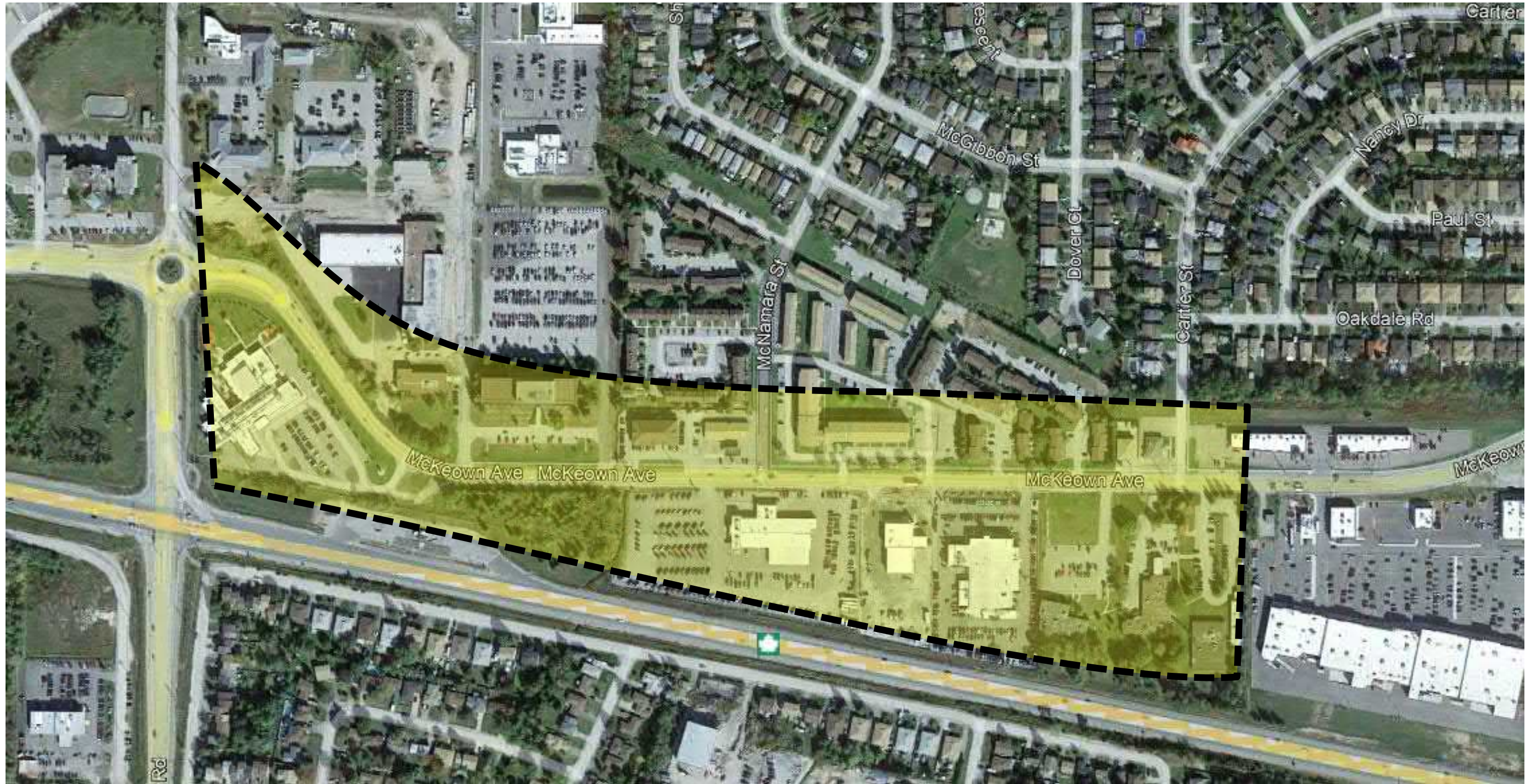
Agency	Contact	Title	Notice of PIP (date sent)
Provincial Ministries, Agencies and Departments			
Ministry of the Environment, Conservation and Parks (MECP)	Northern Region		2022-10-25
Ministry of the Environment, Conservation and Parks (MECP)	Mira Majerovich	Northern Region Environmental Planner	2022-10-25
Ministry of the Environment, Conservation and Parks (MECP)	Ellen Cramm	EA Co-ordinator	2022-10-25
Ministry of Transportation	Sylvie Lauzon	Corridor Management Officer	2022-10-25
Ministry of Natural Resources and Forestry (MNRF)	Mitch Baldwin	District Manager	2022-10-25
Ministry of Tourism, Culture and Sport (MTCS)	Karla Barboza	Team Lead(A), Heritage Heritage Planning Unit Programs and Services Branch	2022-10-25
Ministry of Tourism, Culture and Sport (MTCS)	Dan Minkin	Heritage Planner (Culture Services Unit)	2022-10-25
Ministry of Tourism, Culture and Sport (MTCS)	Rosi Zirger	Heritage Planner (Culture Services Unit)	2022-10-25
Ministry of Indigenous Affairs	Lise Chabot	Manager, Ministry Partnerships Unit	2022-10-25
Environmental Assessment and Permissions Branch		Director	2022-10-25
Conservation Authority			
North Bay-Mattawa Conservation Authority	Paula Scott	Director - Planning & Development	2022-10-25
North Bay-Mattawa Conservation Authority	Chitra Gowda	CAO, Secretary Treasurer	2022-10-25
City Services			
City of North Bay Fire Department	Jason Whiteley	Chief	2022-10-25
City of North Bay Police Department			2022-10-25
City of North Bay Transit	Drew Poera	Manager	2022-10-25
North Bay General hospital			2022-10-25
District of Nipissing Social Services Administration Board (DNSSAB)	CATHERINE MATHESON	Chief Administrative Officer	2022-10-25

Agency	Contact	Title	Notice of PIP (date sent)
Heritage North Bay	Naomi Rupke	Museum Director	2022-10-25
Education			
Canadore College	George Burton	President and CEO	2022-10-25
Nippising University	Dr. Kevin Wamsley	President, Vice-Chancellor	2022-10-25
Near North District School Board			2022-10-25
Nippissing Parry Sound Catholic District School Board			2022-10-25
Conseil scolaire catholique Franco-Nord			2022-10-25
Indigenous Groups			
	Gary Dokis	Chief Administrative Officer	2022-10-25
Union of Ontario Indians			
Dokis First Nation	Gerry Duquette	Chief	2022-10-25
	Justin Plouffe		2022-10-25
North Bay Indian Friendship Centre			
	Brandon Manuel	Asst. Director	2022-10-25
North Bay Indian Friendship Centre			
North Bay's urban Aboriginal Strategy - North Bay Indian Friendship Centre	Dawn Lamothe	Urban Aboriginal Strategy Coordinator	2022-10-25
Nipissing First Nation	Scott McLeod	Chief	2022-10-25
Nipissing First Nation	Joan McLeod	Lands Manager	2022-10-25
Nipissing First Nation	Dwayne Nashkawa	Executive Director	2022-10-25
Additional Stakeholder Groups			
Downtown Improvement Area	Jeff Serran	Executive Director	2022-10-25
Community Waterfront Friends	Rod Johnston		2022-10-25
			2022-10-25
Heritage Gardeners	Monica McLaren		2022-10-25
Rotary Club of North Bay	Brett Tucker	President	2022-10-25
			2022-10-25
Kiwanis Club of North Bay	Sheldon Forgette	President	2022-10-25
Lions Club of North Bay	Raymond Weiler	President	2022-10-25
Nippissing Naturalist Club			2022-10-25
Northwatch			2022-10-25
			2022-10-25
North Bay and District Chamber of Commerce	Patti Carr	Executive Director	2022-10-25
			2022-10-25
North Bay and District Chamber of Commerce	Kyle Thomas	Chair Young Professionals	2022-10-25
			2022-10-25
Invest North Bay Economic Development Corporation	George Burton	Chair	2022-10-25
			2022-10-25
Discovery North Bay	Naomi Rupke	Museum Director	2022-10-25
Downtown Inc	Rob Jamieson		2022-10-25

Agency	Contact	Title	Notice of PIP (date sent)
Downtown Inc	Brad Minogue		2022-10-25
Municipal Heritage Committee	Peter Carello		2022-10-25
MAAC	Nora Long		2022-10-25
Coordinating Body of Arts Culture and Heritage North Bay	Katie Beaven		2022-10-25
Developers Liason Advisory Committee	Rick Miller	Miller and Urso Surveying	2022-10-25

APPENDIX 2-3

Notice Distribution Area



LEGEND:

PIP NOTIFICATION DISTRIBUTION AREA




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

MCKEOWN AVENUE RECONSTRUCTION SCHEDULE 'C' MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT ADDENDUM TO THE ESR

PIP NOTIFICATION DISTRIBUTION AREA

APPENDIX 3

COMMENTS RECEIVED

APPENDIX 3-1

Comments Received: General Public and Residents

[REDACTED]

From: [REDACTED]

Sent: November 11, 2022 6:15 PM

To: Reid Porter <Reid.Porter@northbay.ca>

Subject: [EXTERNAL] McKeown Ave

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Hi Reid,

With regards to McKeown Ave and upcoming possible expansion I was wondering if widening is the best solution.

North bay spent so much money trying to improve active living infrastructure. And traffic and pedestrians continue to be so close together. Has the option of a single lane in each direction, as we have now, with an additional center left turn lane and possible paved areas for the occasional bus stop along the route been considered? This would permit continuous flow of traffic without hold ups from turning vehicles and bus merging and would also preserve some green space on the shoulders and leave the option of a multi use path or sidewalk not immediately adjacent to the vehicles. This would be so much nicer for pedestrians vs having a multi lane road running parallel to a large highway a few hundred feet away.

A single lane each way reduces the issue of more aggressive traffic weaving in and out 'trying to get ahead' like we have on Lakeshore and trout Lake road. Resulting in a safety city

A lot of Europe countries manage traffic so much better than our north american ways. As a resident of North bay who would like to grow and raise a family here I'd love to see a more pedestrian/ active lifestyle oriented city. Now is the perfect time to make our community safer and more inviting to new residents and tourism.

I'd love to hear your take on it. Thanks for hearing mine.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: November 9, 2022 10:07 AM

To: Reid Porter <Reid.Porter@northbay.ca>

Cc: Adam Lacombe <Adam.Lacombe@northbay.ca>; Jonathan Kapitanchuk <Jonathan.Kapitanchuk@northbay.ca>; John Severino <John.Severino@northbay.ca>; Peter Carello <Peter.Carello@northbay.ca>; Mark King <Mark.King@northbay.ca>; Tanya Vrebosch (Council) <Tanya.Vrebosch@northbay.ca>

Subject: [EXTERNAL] feedback on the McKeown Avenue Reconstruction - Schedule "C" Class Environmental Assessment Addendum

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you validate the sender and know the content is safe. Please forward this email to infosec@northbay.ca if you believe this email is suspicious.

Good afternoon folks.

I'm writing today to express my concerns with regards to the proposed development of a 120 unit residential building situated at the former Trusler school. My concerns specifically revolve around both pedestrian and motorist safety. Being the proprietor of a construction company for 15 years in this City, I know first hand the importance of understanding traffic and how it relates with traffic flow and pedestrian safety. We practice safe traffic plans on a daily basis in order to ensure proper communication for all drivers and pedestrians alike. In addition to my experiences coordinating traffic plans and working directly with traffic over the years, being a resident at [REDACTED] I get to see first hand how the traffic behaves in this area and I must say, I am concerned. My understanding is that the City is proposing a new traffic plan development on McKeown Ave from Cartier St to Gormanville Ave which will undoubtedly make it easier to enter McKeown from Cartier St but only if you are heading West. If motorists aren't heading West and they want to go East, we all know that when a motorist has a route in mind they are going that way regardless and with the majority of businesses being in the East end of McKeown most motorists will not go around to Gormanville, the highway and back up Algonquin to get to these places, they will sit there and wait, which will back up traffic or they will panic and rush which will increase the chances for accidents for both drivers and pedestrians. We are seeing these "increased risk" opportunities today with the moderate numbers of vehicles exiting Cartier St, these risks will only increase when we add 180 additional vehicles to the mix. In my opinion,

altering McKeown west to Gormanville alone will not suffice. In order to ensure safe passage for all, I believe the City needs to also consider traffic options for Champlain St along with its intersection at McKeown Ave. Champlain street today is a problem area for most motorists for a number of reasons and adding an additional 180 vehicles to the mix along with visitor-vehicles for this proposed housing development will only further complicate matters. It is common to see traffic backed up on Champlain st from all the cars parked on the West side of Champlain between Nancy and Oakdale. While there may be just enough room for two lanes of traffic for the experienced drivers, the majority of drivers must stop in at least one direction to allow the other lane to proceed. This is the cautious way for most but you always get the odd one who zooms by without care for others. Add garbage or recycling days to the mix and it becomes even more apparent how congested that street can be. Just the other day I saw a bus driver with its lights on waiting over 5 minutes for the kids to come out which caused the traffic to back up from Paul St to Leonard st. Once you've managed to get through this congested area then you have to deal with the traffic lights at McKeown. Early in the morning, if you're heading South bound on Champlain towards the intersection, you are waiting longer than normal for the light to turn green. I have seen on several occasions vehicles going through the red light because the light just won't turn green. During peak hours when traffic flow is high, the flow will come to a halt as soon as there's a left turning vehicle (vehicle heading Eastbound coming from Champlain). It is in that scenario that I have personally witnessed many close calls for both vehicles and pedestrians. When traffic gets halted for too long, people get impatient and then they take risks.

Please consider these concerns that we, the residents of Thibeault Terrace, notice everyday. I don't feel that too many of us are opposed to the development of the Trusler property because we all know this city needs more housing but not at the expense of motorist and pedestrian safety.

Thank you for your time.

A large black rectangular redaction box covering the signature and name of the sender.

From: J [REDACTED]
Sent: November 3, 2022 8:16 PM
To: Reid Porter <Reid.Porter@northbay.ca>
Subject: [EXTERNAL] McKeown Ave

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you validate the sender and know the content is safe. Please forward this email to infosec@northbay.ca if you believe this email is suspicious.

Hello Reid.

McKeown Ave is quickly becoming the new Lakeshore Drive which still has issues at some intersections lacking left turn lanes and insufficient advance green signals. Having the signals set up better so you don't have to sit waiting for the light at 5 or 6am when absolutely no traffic is traversing Champlain St should be addressed. The synchronized light set up on McIntyre St was a big improvement a number of years ago to keep traffic flowing. Turning left at Canadian Tire should be terminated off McKeown as it impedes traffic at Champlain. There is no reason the Cdn Tire entrance off Champlain cannot be used or enter at the A&W and make your way there as much traffic currently does anyway. I was skeptical years ago when the roundabout was proposed but I travel it frequently and it was the best thing the city ever did. There is probably not enough real estate to put one at Champlain St? During a visit to Oshawa a while back they are installing them at just about every intersection in a new development. Traffic flows and there is no expensive traffic light systems to buy or maintain. The city bus drivers may not like it but having a pull off area to get out of the flow of traffic. Especially now the many are taking bikes with them on the transit buses. The exit at McDonalds needs a better fix to prevent traffic from continuing to illegally turn left out of there. Lastly the intersection at Lucky 13 also needs better lighting and restrictions on those mobile sidewalk signs they use that obstruct the view when trying to enter McKeown. There should be a minimum distance requirement from any intersection for those if there is not already?

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: November 1, 2022 3:45 PM
To: Reid Porter <Reid.Porter@northbay.ca>
Subject: [EXTERNAL] feedback on the McKeown Avenue Reconstruction - Schedule "C" Class Environmental Assessment Addendum

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To: Reid Porter, Infrastructure Engineer, City of North Bay

From: [REDACTED] Ursula St, North Bay

Dear Reid,

Per the "McKeown Avenue Reconstruction - Schedule "C" Class Environmental Assessment Addendum", I am submitting my comments about this plan. Thank you for enabling me to provide my thoughts through the public engagement process. My wife and I live on Ursula St, so I am writing to you in that context.

My main concern is the current and future difficulty entering and exiting my neighbourhood via the 3 existing access points to McKeown. As it stands today, it is extremely difficult to turn left (East) onto McKeown from our neighbourhood from either Cartier or McNamara. In my opinion, adding 2 more lanes to McKeown will improve our ability to turn right (West) but will make it even more difficult to safely turn left from these 2 streets. Thanks to the traffic circle to the west, which has greatly improved traffic flow at Gormanville, there are no breaks in traffic flow from the west whenever things are busy. The traffic circle prevents traffic from stopping, so it moves better at Gormanville but provides a steady non-stop stream of vehicles that make turning left (East) dangerous from our neighborhood at both Cartier and McNamara.

One might suggest that anyone turning left (East) should go to the Champlain intersection, which is controlled by lights. On the surface, it seems like a good idea but as your own traffic studies have indicated, that intersection already suffers from safety issues, especially for pedestrians. Nothing in your plan alleviates that problem. Also, the natural traffic flow from the streets in the west end of Thibeault Terrace draws people to enter/exit via McNamara or Cartier. People who live west of the Cartier-McGibbon intersection are unlikely to use Champlain.

Given that the City is approving a new multi-story apartment building on the former Trusler School property, there will be even more traffic at the Champlain-McKeown intersection, which can only make the safety of that intersection worse. The plan for the new apartment indicates parking for 180 vehicles (120 households). I do not see any consideration in your plan to handle the extra vehicles from the new Trusler apartment building. The current residents have 26 households accessing Justin and Cartier – adding 120 more households will result in roughly five times more traffic in morning and evening rush hours. Some of this will likely spill over onto Cartier and McNamara as people grow frustrated with the long wait for the Champlain-McKeown light. This will exacerbate the limited traffic flow that is available on both Cartier and Champlain due to the large number of cars that are parked on the street due to the number of multi-use residences (single family homes used as 4-6 bedroom apartments) permitted in our neighbourhood. I suggest your plan be extended to include examination of the McKeown-Champlain intersection, particularly with the new apartments in mind and how they will impact traffic flow to/from McKeown.

With respect to the recent traffic study used to justify increased vehicle traffic from the new Trusler Apartments, I believe elements of that study were flawed. The study was completed during Covid, resulting in reduced traffic flow from people who were no longer driving to/from work as well as the much-reduced number of students who would normally be living in our neighbourhood but who stayed home to study remotely during Covid. Despite the authors indicating that they added 10% to their numbers, if you are using that traffic study as a basis for considering the issues I am bringing up, I suggest that you should try a new traffic study in 2023 that includes all 3 exit points (Champlain, Cartier and McNamara) while college and university students are resident and ensure it includes mid-winter, when the snowbanks and the on-street parking make it more difficult to navigate these streets. I believe you will find Champlain becomes very dangerous and that Cartier and McNamara suffer from reduced safety and increased congestion issues, greater than what has been reported in the most recent traffic study.

The multiuse path planned for the south side of McKeown will be useful for those people who are already on the south side of the street, but few residents live on the south side. Accessing the path from our neighbourhood is fraught with danger. Crossing at Champlain, as I earlier stated, has been shown to be dangerous by your own traffic studies. People using McNamara or Cartier will not be able to benefit from the multiuse path except by running across 4 lanes of traffic or by using the light at A&W or Champlain St. I do not foresee pedestrians or cyclists who are currently accessing McKeown from McNamara changing their habits to either walk or cycle to Champlain or to the light at A&W.

The light at the A&W has its own set of problems in the current context. It works well on the south side, with plenty of lane space for people exiting onto McKeown from the businesses on the south side. However, on the north side, you cannot have more than a single vehicle waiting for the light to change while exiting onto McKeown from those businesses. If there are 2 or more vehicles waiting to enter McKeown from the north side, the parking lot is divided in two and nobody can enter or exit safely from/to McKeown. Adding more lanes to the west will not make this any easier. I suggest you expand the scope of your project to include this intersection.

Although I applaud the expansion from 2 to 4 lanes to ensure better traffic flow for the full length of McKeown, I think we need to examine more closely how it affects the people living on the north side and make plans to accommodate our access to/from McKeown.

Respectfully,

J
[Redacted signature]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: November 4, 2022 9:35 AM
To: Reid Porter <Reid.Porter@northbay.ca>
Subject: [EXTERNAL] reconstruction of McKeown Avenue

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Good morning,

Trees, this road needs trees to shade the sidewalk. I don't know if you've walked down McKeown or not, but during the warmer months, this street is a heatsink and is extremely hot and sunny. Planting trees down the road would be a cheap fix and would make a massive difference. Not many people walk down this road because it's not a pleasant walk. Having more trees might increase foot traffic and cut down on the number of cars on the road.

Also, it needs more areas for pedestrians to cross. This street is near so many homes, stores, and the college and university...and yet it is not pedestrian friendly.

That's all I have to add, thank you for reading this.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: November 3, 2022 6:56 PM
To: Reid Porter <Reid.Porter@northbay.ca>
Subject: [EXTERNAL] McKeown ave

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Why is the center turn lane with two different directions of traffic not feasible ???? Do the curbs & infrastructure with the pedestrian paths ...DUHHHH.The only thing holding up traffic is the people turning .As I said turning lane in the middle.

Sent from [Mail](#) for Windows

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: November 9, 2022 11:04 PM

To: Reid Porter <Reid.Porter@northbay.ca>

Cc: Adam Lacombe <Adam.Lacombe@northbay.ca>; Jonathan Kapitanchuk <Jonathan.Kapitanchuk@northbay.ca>; John Severino <John.Severino@northbay.ca>; Mark King <Mark.King@northbay.ca>; Peter Carello <Peter.Carello@northbay.ca>

Subject: [EXTERNAL] McKeown Avenue 1999 Schedule C Class Environmental proposal

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Nov.9, 2022

Dear Mr. Porter

I'm writing to express my concern with the McKeown Avenue 1999 Schedule C Class Environmental proposal re proposed expanded laning of McKeown Avenue.

I know that we are in desperate need of affordable housing in North Bay. However, I have numerous concerns with the lack of green space, safe walking and crossing for pedestrians, parking, as well as the already problematic traffic flow into and out of the Thibeault Terrace area.

The housing development scheduled to take place on the site of the former Trusler school and it's concomitant impact on vehicular and pedestrian safety along the McKeown Avenue corridor will only serve to exacerbate the traffic flow problem.

It is already extremely difficult to access McKeown Avenue from Champlain St. due to the long length of the east/west traffic light. Depending on pedestrian traffic and turning cars, rarely can more than four cars move through the light before it changes. The only other access to Champlain would be to take the Cartier Street entrance. Because McKeown at Cartier is extremely busy with traffic headed both to Nipissing University and the Regional Health Centre as well as all the commercial enterprises along McKeown, it is very difficult to turn left from Cartier St. onto McKeown especially during the busiest hours. One lane to turn right into is not much help either.

Has consideration being given to advanced green lights and or a traffic light being installed at the Cartier Street entrance to McKeown?

I know the plans call for maintaining the existing sidewalk on the north side of McKeown and a multi use bike/ pedestrian path on the south side of McKeown. What measures will be made to ensure the safety of pedestrian and bike traffic along McKeown, especially for those residents from the heavily populated north side of McKeown who wish to cross McKeown on foot, on bike or in a vehicle? We need only look at the result when pedestrians crossed Algonquin Avenue to the Medical Arts Building. Can we anticipate stop lights at McNamara and Cartier Street intersections as well as Champlain to ensure the safety of pedestrians and drivers alike?

Thank you for your consideration



[REDACTED]

From: [REDACTED]
Sent: November 12, 2022 12:59 PM
To: Reid Porter <Reid.Porter@northbay.ca>
Subject: [EXTERNAL] widening McKeown Ave

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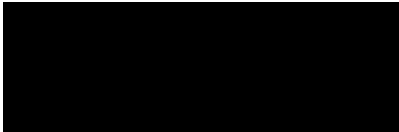
My apologies for the delayed input, I will provide my comments and questions for your consideration and look forward to your response. Thank you.

- I have lived, worked and travelled daily within the boundaries of the proposed widening and although the projected traffic volumes are far, far below what was anticipated, I can say assuredly that neither current nor future traffic volumes warrant a four or five lane reconstruction.
- The traffic volume projection to 2041 is without merit since there is no residential or business expansion available within the designated area or beyond that would suggest a 50% increase in traffic is conceivable (much like the 1999 errant 2004 projection).
- With reference to the current volumes of 9,500 daily vehicles, at what exact location(s) was this measured, and is that traffic count study available for scrutiny?
- In my almost 50 years or travel along the entire stretch of McKeown, never has there been congestion, a collision or traffic related incident within the limits of the proposed reconstruction that would lead one to believe that expansion is necessary, particularly since detour around any incident can be easily overcome vis-à-vis the use of existing side streets.
- The Evaluation of Alternative Solutions (Page 12 of the Assessment Addendum) is speculative and misleading in its recommendation.

- What would, in opinion, complement uninterrupted vehicular travel is a left turn lane (for eastbound traffic) at McNamara Street.
- Both east and westbound traffic would be enhanced with the construction of public transit pull-by's - at the current bus stop locations.
- A multi-use path should be incorporated into the existing infrastructure on the north side of the roadway, (not the south as shown) since between Cartier and McNamara, all residential access as well as retail business (excluding auto dealerships) is located on the north side. This would prevent cyclist from having to cross the roadway to get home or access the customer-focused businesses.

Again, thank you for the opportunity to comment.

Regards,



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: November 3, 2022 4:33 PM
To: Reid Porter <Reid.Porter@northbay.ca>
Subject: [EXTERNAL] McKeown Ave reconstruction

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Good afternoon,

I am inquiring if the plan will introduce new lights at Lucky13 - McNamara?

I did not see anything about the addition of lights. My apologies if it did and I missed it.

As traffic increases, and speed of traffic (which it will), I would be concerned of an increase in accidents from people turning left from McNamara onto McKeown during rush hour without lights.

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]

From: Peter Chirico <mayorchirico@northbay.ca>
Sent: December 9, 2022 3:09 PM
To: 'les cott' <alderca@hotmail.com>
Cc: David Euler <David.Euler@northbay.ca>; Erin Richmond <Erin.Richmond@northbay.ca>
Subject: RE: [EXTERNAL] McKeown Ave reconstruction, and former Trusler school plan

Good afternoon Les:

My apologies for the late reply. I have copied your e-mail to David Euler (CAO) for follow up and a reply.

Appreciate your information.

Peter

Peter Chirico
Mayor



The Corporation of the City of North Bay
200 McIntyre Street East, North Bay ON P1B 8V6
Tel: 705-474-0400 ext. 2517
Email: mayorchirico@northbay.ca
Website: www.northbay.ca

The **Growth Community Improvement Plan (GCIP)** is designed to help grow and improve our community through targeted city-wide programming for housing, industrial, downtown and waterfront projects. Click [here](#) to see if you are eligible.

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From: [REDACTED]
Sent: December 4, 2022 8:30 PM
Subject: [EXTERNAL] McKeown Ave reconstruction, and former Trusler school plan

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To: the Mayor and relevant City Councillors
Peter Chirico, Maggie Horsfield, Lana Mitchell, Justine Mallah,
Sara Inch, Gary Gardiner.

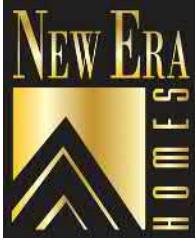
I'm writing as a resident of the area known as Thibeault Terrace to express my concerns regarding the proposed developments to the McKeown St. traffic corridor ("McKeown Ave Reconstruction Plan") and also the rubber stamped approval of the very rudimentary plans for the last large parcel of developable land in the area, the site of the former Trusler public school.

While further development and improvements for the very busy and frequently congested McKeown St. corridor is needed, I'm not convinced all the relevant data needed from the area has been considered. I'm especially concerned that the traffic data for the plan wasn't all encompassing or even accurate, in terms of how current it was, or that it took in the mitigating environment of the health lockdowns. Also, and by no means least, to my knowledge the significantly increased traffic from the completed proposed build on the former Trusler school site was not factored into the new traffic plan. (However, it's difficult to surmise at what level the traffic plan, or indeed the surrounding residents, will be impacted given the sketchy development plan submitted by the developer; he/they seems to have been given approval on the honour system, so little was submitted for the area residents to look at.) For example, will year round on-street parking be allowed with the new plan between Cartier St and McKeown Ave. on Champlain? If it will be allowed, it shouldn't be, and how that seemingly small aspect can impact on the plans for the area. Also, as the secondary but no less busy entrance to the Terrace, at Cartier St. and McKeown, what solutions to the congestion and safety issues are being considered? Also, are dedicated right-hand turn lanes in all directions at the Champlain and McKeown intersection being considered?

I might also add that in general, if I may speak for them, the residents of the area feel on the whole that very little has been done to communicate in an informative way, on the future plans in and adjacent to the area, from the respective offices at City Hall. The general consensus as to the site development on the former Trusler school land is one of resignation and low expectations given how little visualization was given to the residents. And I might add, as a result of the shocking lack of regard to the surrounding residents that the buyer of the school and land has; over a period of several years the maintenance and general upkeep has been completely neglected, with the additional impact of what is basically junk accumulating all over the property, with the result that the area residents have been living with what looks like a junk yard.

Future development is unavoidable. But perhaps a better rendering and availability of the nature and scope of the proposed developments is needed and possible so that the people who's lives all this development impacts for the next decades, can have their say and input into their futures.

Sincerely,

November 8, 2022

E-Mail only to: reid.porter@northbay.ca

Reid Porter, P.Eng.
Infrastructure Engineer
City of North Bay
200 McIntyre Street East
North Bay, ON P1B 8H8

Dear Sir:

**Re: McKeown Avenue Reconstruction
Update to Schedule 'C' Municipal Class Environmental Assessment (EA)
Public Information Package (PIP) | Comments**

We are the owners of residential and commercial properties known as 501, 555, and 579 McKeown Avenue (the Subject Properties) which are generally located on the north side of McKeown Avenue and on the east side and west side of McNamara Street; as such, we have an interest in this EA.

I have not reviewed the previously filed Environmental Study Report of decades past. The only material available to me seems to be the slide presentation entitled "Online Public Information Package (PIP)" which provides a quick summary of the project. I provide my comments as follows:

- Scheduling

Upfront, over the past two years, COVID-19 has had detrimental effects on our commercial tenants' businesses. It will be vital that impacts to these businesses be minimized during construction and access maintained. If vehicular traffic is impeded, customers will likely take the path of least resistance by shopping elsewhere and these businesses have suffered enough already. Therefore, scheduling and budgeting need to take this into consideration.

- Alternative 2 (4 Lanes)

- Road Cross-Section

I am somewhat confused as to what the current traffic counts are and the future projections. The PIP makes mention that the previous EA projected 20,000 ADT by 2004 and this is clearly wrong because the PIP also mentions the current count as 9,500 projected to 13,000 by 2041. Therefore, I question the need for 4 lanes if the planning horizon is 2041. Perhaps as a fourth alternative, two lanes and a two-way center left turn lane should be investigated and given the distinct difference of land uses east of Cartier Street versus west of Cartier, this may be the most economical and viable alternative.



- ROW Widening

It's important to recognize that the Subject Properties are built and fixtures installed (eg. gas station fuel tanks) with parking for the businesses already configured. We would be opposed to any widening of the ROW on the north side. Conveying any land from the Subject Properties would create a loss of parking and severely hurt business. We want to ensure that the final design does in fact make use of the existing sidewalk on the north side as mentioned in the PIP.

- Active Transportation

A Multi-Use Pathway (MUP) seems to be contemplated on the south side of the ROW and the cross-sections show a width of 4.0 meters. I question the need of this width as 2 to 3 meters should be sufficient for an MUP in this location. Furthermore, the project should not only look at the initial capital cost to install the works, no matter where the financing comes from, but also look at the ongoing maintenance costs which are borne by the rate payer.

- Access to Subject Properties

The Subject Properties have existing curb cuts fronting McKowen with full left and right turn access. We'd like to ensure that the existing location of the curb cuts are carried forward into the design and no changes are made to our accesses.

- Stormwater Management

We are all aware of climate change and the spring snow thaws that wreak havoc in this area that is prone to flooding – it must be corrected as part of the works. The PIP mentions installing a new infiltration gallery and I would oppose this option. Firstly, this area has a high groundwater table; if there is not enough clearance, it may not even work. My next concern is the ongoing maintenance as these facilities clog up with time. I also question the current sizing and state of repair of the existing STM pipe. I'd like to see the entire STM system replaced with an increased size and a quality control device added downstream.

- Sanitary Sewer

The PIP mentions replacing this pipe to accommodate current flows. It would be my position that this area suffers from an inflow and infiltration problem; when there is a spring thaw event, we experience sanitary backflows into residential units. This does not mean the SAN sewer should be replaced – it means it should be retrofitted to eliminate I&I.

In short, I am much more concerned with the below ground infrastructure than the current road configuration as it stands today. If there are any plan plates available, we would appreciate a copy be provided to us so we may assess any impacts including utility re-location.

As an interested stakeholder, we would appreciate being kept updated on this project and circulated when an ESR is available.



We thank you for the consideration of these comments and would be willing to meet to discuss our comments further.

Yours truly,

NEW ERA HOMES LIMITED



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: November 11, 2022 3:09 PM
To: Reid Porter <Reid.Porter@northbay.ca>
Subject: [EXTERNAL] McKeown Reconstruction EA

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Hi Reid

Just a couple of questions regarding the McKeown Reconstruction:

- Will the multi-use component run the whole length?
- Will any trees be planted? If so, where? I've walked along that stretch and it's extremely hot in the summer with no trees.

Thanks for the opportunity to respond.

Best Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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

From: [REDACTED]

Sent: November 3, 2022 7:42 PM

To: Reid Porter <Reid.Porter@northbay.ca>

Cc: Adam Lacombe <Adam.Lacombe@northbay.ca>; Jonathan Kapitanchuk <Jonathan.Kapitanchuk@northbay.ca>; John Severino <John.Severino@northbay.ca>; Peter Carello <Peter.Carello@northbay.ca>; Mark King <Mark.King@northbay.ca>

Subject: [EXTERNAL] McKeown Avenue Reconstruction Schedule "c" Class Environmental Assessment Addendum

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Greetings,

As a resident in the Thibault Terrace area and a daily user of McKeown Ave, I would like to recommend an possible solution to the traffic congestion which will soon be at least double in the area.

Instead of a costly 4 lane expansion of the entire avenue, I believe a third center-turning lane would suffice to ensure a continuous flow of traffic. It should be made wider than the current turning lane on Algonquin Ave however, as that lane is too narrow for safe traffic flow when there are numerous cars in the turn lane.

Traffic lights at the Dairy Queen and A&W intersections help regulate the current flow of traffic and it only backs up when drivers needing to make a left turn are forced to hold up traffic behind them while waiting for a safe opening in a long line of vehicles coming from the opposite direction.

The Avenue-long turn lane would alleviate this and allow traffic to flow better while reducing overall reconstruction costs.

I realize there are likely many other considerations that the engineering department must take into the final decision but surely three lanes are easier and less expensive than four.

Best regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Date: Thursday, Nov 10, 2022, 8:46 PM
To: Reid Porter <Reid.Porter@northbay.ca>
Subject: [EXTERNAL] McKeown Av Reconstruction and Environmental Assessment Addendum

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Mr. Porter

My husband Alex and I have lived at [REDACTED] Ursula St for 44 years and therefore have lived through all the changes to our neighbourhood, good and bad. The traffic issue has been a recurring problem for years starting with the construction of Canadian Tire, the extension of McKeown Av, the introduction of a great number of housing units and last but certainly not least the vast number of students with vehicles. They have nowhere to park, as the driveways were not intended for five or six individuals living in a home all with a vehicle, so they park on the streets causing safety issues for pedestrians as well as regular traffic. Once we navigate our way out we then have to face McKeown. That street cannot accommodate all the existing traffic and you would like to add another 120 to 150 or 160 vehicles trying to get onto McKeown using one traffic light. How do plan on keeping us, your law abiding taxpayers safe? Cars speed, cut in and out causing people to break quickly hoping that the person behind is going to react quickly as well. Then you have the pedestrians who cross anywhere. We need turning lanes in both directions, two lanes for through traffic just to handle the existing flow, adding this number of vehicles is asking for an escalation in accidents or road rage.

I understand that building must go on, however it might be prudent to cut down on the number of units therefore lessening the volume of cars on the road.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Date: Friday, Nov 11, 2022, 9:28 AM

To: Reid Porter <Reid.Porter@northbay.ca>

Cc: Adam Lacombe <Adam.Lacombe@northbay.ca>, Jonathan Kapitanchuk <Jonathan.Kapitanchuk@northbay.ca>, john.sererino@northbay.ca <john.sererino@northbay.ca>, Peter Carello <Peter.Carello@northbay.ca>, Mark King <Mark.King@northbay.ca>

Subject: [EXTERNAL] McKeown Avenue reconstruction

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We welcome the opportunity to offer our input. Please see the attached letter. Thank you

--
[REDACTED]



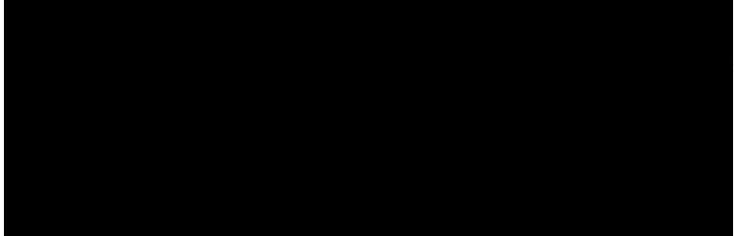
November 10, 2022

To Whom it may concern:

As a resident of Thibeault Terrace, precisely  for over 52 years we welcome the opportunity to offer our opinion.

The infrastructure and traffic out this way is not adequate to support the current plans for our area. There are only three accesses all off of McKeown Avenue. There have been many accidents at some of the access points and at given times of the day is a nightmare to get out into traffic not to mention all the vehicles parked along the narrow streets

We have been in the area since before Canadore College, Nipissing U, strip malls, restaurants, grocery stores etc. We are aware that the city has got to grow but at what cost. Apparently, there are two 60 unit, two- and three-story apartment projects scheduled for the old Trussler School property. Considerations and bonified surveys must be made before undue stress is put on the currently overburdened area. Perhaps the construction of single-family dwellings or semi-detached homes would more suit this progress. Still, can the traffic and infrastructure take it?



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Reid Porter
Sent: November 1, 2022 2:22 PM
To: [REDACTED]
Cc: Gord Young <Gord.Young@northbay.ca>
Subject: RE: [EXTERNAL] McKeown Avenue PIP

[REDACTED]

We have completed field investigations within the McKeown Avenue project study area, including fish habitat survey and community inventory, Ecological Land Classification (ELC) of vegetation communities within the road right-of-way (ROW), and targeted surveys for potential Species at Risk (SAR). No SAR habitat was observed.

The results of the completed surveys identified that the widening of McKeown Avenue will result in the removal of a number of common, planted street trees, as well as the loss of small amounts of existing human-influenced vegetation communities (i.e. anthropogenic vegetation communities) to accommodate the additional width.

No aquatic SAR were observed or have been recorded in the study area. Impacts to fish habitat as a result of the road widening are limited to an approx. 5 m culvert extension and the associated loss of open-channel habitat. Measures implemented during construction, such as timing windows, site isolation, and erosion and sediment controls, are anticipated to mitigate temporary impacts to the surrounding vegetation, wildlife and fish habitats and communities.

I hope this helps you better understand the project's impact to the environment.

Regards,
Reid

From: [REDACTED]
Sent: October 31, 2022 3:20 PM
To: Reid Porter <Reid.Porter@northbay.ca>
Cc: Gord Young <Gord.Young@northbay.ca>
Subject: [EXTERNAL] McKeown Avenue PIP

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Hi Reid, I am hoping you would be more specific about this section of the PIP:

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

What sort of minor impacts are anticipated? Do these involve species at risk or other environmental factors?

Thanks,

[Redacted signature block]

[Redacted]

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To: Reid Porter, Infrastructure Engineer, City of North Bay
F [Redacted]

Dear Mr. Porter,

Per the "McKeown Avenue Reconstruction - Schedule "C" Class Environmental Assessment Addendum", I am submitting my comments about this plan. I live on Ursula St, so I am writing to you in that context.

My main concern is the current and future difficulty entering and exiting my neighbourhood via the three existing access points to McKeown. As it stands today, it is extremely difficult to turn left (East) onto McKeown from our neighbourhood from either Cartier or McNamara. In my opinion, adding 2 more lanes to McKeown will improve our ability to turn right (West) but will make it even more difficult to safely turn left from these 2 streets. Thanks to the traffic circle to the west, which has greatly improved traffic flow at Gormanville, there are no breaks in traffic flow from the west whenever things are busy. The traffic circle prevents traffic from stopping, so it moves better at Gormanville but provides a steady non-stop stream of vehicles that make turning left (East) dangerous from our neighborhood at both Cartier and McNamara.

One might suggest that anyone turning left (East) should go to the Champlain intersection, which is controlled by lights. On the surface, it seems like a good idea but as your own traffic studies have indicated, that intersection already suffers from safety issues, especially for pedestrians. Nothing in your plan alleviates that problem. Also, the natural traffic flow from the streets in the west end of Thibeault Terrace draws people to enter/exit via McNamara or Cartier. People who live west of the Cartier-McGibbon intersection are unlikely to use Champlain.

Given that the City is approving a new multi-story apartment building on the former Trusler School property, there will be even more traffic at the Champlain-McKeown intersection, which can only make the safety of that intersection worse. The plan for the new apartment indicates parking for 180 vehicles (120 households). I do not see any consideration in your plan to handle the extra vehicles from the new Trusler apartment building. The current residents have 26 households accessing Justin and Cartier – adding 120 more households will result in roughly five times more traffic in morning and evening rush hours. Some of this will likely spill over onto Cartier and McNamara as people grow frustrated with the long wait for the Champlain-McKeown light. This will exacerbate the limited traffic flow that is available on both Cartier and Champlain due to the large number of cars that are parked on the street due to the number of multi-use residences (single family homes used as 4-6 bedroom apartments) permitted in our neighbourhood. I suggest your plan be extended to include examination of the McKeown-Champlain intersection, particularly with the new apartments in mind and how they will impact traffic flow to/from McKeown.

With respect to the recent traffic study used to justify increased vehicle traffic from the new Trusler Apartments, I believe elements of that study were flawed. The study was completed during Covid, resulting in reduced traffic flow from people who were no longer driving to/from work as well as the much-reduced number of students who would normally be living in our neighbourhood but who stayed home to study remotely during Covid. Despite the authors indicating that they added 10% to their numbers, if you are using that traffic study as a basis for considering the issues I am bringing up, I suggest that you should try a new traffic study in 2023 that includes all 3 exit points (Champlain, Cartier and McNamara) while college and university students are in residence and ensure it includes mid-winter, when the snowbanks and the on-street parking make it more difficult to navigate these streets. I believe you will find Champlain becomes very dangerous and that Cartier and McNamara suffer from reduced safety and increased congestion issues, greater than what has been reported in the most recent traffic study.

The multiuse path planned for the south side of McKeown will be useful for those people who are already on the south side of the street, but few residents live on the south side. Accessing the path from our neighbourhood is fraught with danger. Crossing at Champlain, as I earlier stated, has been shown to be dangerous by your own traffic studies. People using McNamara or Cartier will not be able to benefit from the multiuse path except by running across 4 lanes of traffic or by using the light at A&W or Champlain St. I do not foresee pedestrians or cyclists who are currently accessing McKeown from McNamara changing their habits to either walk or cycle to Champlain or to the light at A&W.

The light at the A&W has its own set of problems in the current context. It works well on the south side, with plenty of lane space for people exiting onto McKeown from the businesses on the south side. However, on the north side, you cannot have more than a single vehicle waiting for the light to change while exiting onto McKeown from those businesses. If there are 2 or more vehicles waiting to enter McKeown from the north side, the parking lot is divided in two and nobody can enter or exit safely from/to McKeown. Adding more lanes to the west will not make this any easier. I suggest you expand the scope of your project to include this intersection.

Although I applaud the expansion from 2 to 4 lanes to ensure better traffic flow for the full length of McKeown, I think we need to examine more closely how it affects the people living on the north side and make plans to accommodate our access to/from McKeown.

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████████████████████
██████████

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]s
Reid

From: [REDACTED]

Sent: November 7, 2022 7:50 PM

To: Reid Porter <Reid.Porter@northbay.ca>

Cc: Adam Lacombe <Adam.Lacombe@northbay.ca>; John Severino <John.Severino@northbay.ca>;

johathan.kapitanchuk@northbay.ca; Peter Carello <Peter.Carello@northbay.ca>; Mark King <Mark.King@northbay.ca>

Subject: [EXTERNAL] Feedback on the McKeown Avenue Reconstruction Schedule "c" Class Env. Assessment Addendum

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Mr. Porter:

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

Most importantly the Traffic Study of September 2020 states, "The collision record at McKeown/Champlain justifies a special detailed review of all aspects of how the intersection operates, including the physical layout, the signal timing, sightlines, pavement markings and signage." It also states, "The seriousness of the collisions is very noteworthy." This all stated, before an additional 180 vehicles are added to the Trusler School site, plus additional business on the McKeown throughfare.

1. Champlain meets McKeown both sides north and south require to be widened to allow right turning lanes, one to exit Thibeault Terr. unto McKeown heading toward Twiggs and one exiting from the top end of Champlain heading toward Shoppers, to prevent long wait times.
2. Champlain meets McKeown both sides north and south require advanced green turning lanes, in order to exit Thibeault Terrace and well as exit traffic from CT, Sobeys and provide safety for pedestrians.
3. Champlain meets McKeown both sides east and west require advanced turning lanes. The present McKeown advanced green light heading west is not long enough to clear the traffic from this intersection. This intersection requires advanced green lights heading in both east and west directions

to clear all traffic from this intersection. To many cars travelling east on McKeown are crossing 2 lanes of oncoming traffic and being T-boned.

4. Intersection of Cartier and McKeown without a doubt requires traffic lights. Cartier requires these lights to safely exit Thibeault Terrace. Without them Cartier motorists will be crossing 2 lanes of oncoming traffic heading west, plus attempting to gain entrance into the east lanes (lanes 3-4) heading towards Canadian Tire.
5. Intersection of Cartier and McKeown, Cartier to be widened to allow a right turning lane unto McKeown, to exit Thibeault Terrace.
6. The city appears to have put all the concentration into entering Thibeault Terr., but Thibeault Terr. needs as much priority exiting as well, safely, without always facing oncoming traffic and pedestrians. Knowing very well the extensive number of students in this area, plus the additional 180 cars from the Trusler School site require implemented preventative measures.
7. McKeown Avenue is very busy as we all acknowledge, once again we have people coming from the GTA informing us what a busy, crazy intersection McKeown/Champlain is. I would strongly recommend that these suggestions, advice, recommendations and urgings are completed before any construction takes place on the Trusler School site. Knowing very well that from Twiggs to Gormanville will be under construction for one year leaving only Champlain/McKeown the only safe entrance and exit because it has lights to the Thibeault Terr. area. Construction on McKeown Avenue and construction at the Trusler School site with excavators, back hoes, front end loaders and dump trucks will only wreak great havoc on Thibeault Terr. residents.
8. There should be no on street parking allowed on Champlain St. from Cartier down to Oakdale. Residents of TT are constantly weaving back and forth against oncoming traffic due to the amount of parking on Champlain Street. Now add excavators, back hoes, front end loaders and dump trucks to the mix, while Trusler is under construction and an additional 180 vehicles upon completion of construction.
9. I sincerely hope the engineering department of North Bay takes a long look at what the residents of Thibeault Terr. have to say in regards to the McKeown Avenue Reconstruction. Because we are the residents who live in this community 12/365, know it best and will constantly have to live with the discretion of others.
10. All residents of Thibeault Terrace would be extremely interested on how the engineering department will improve McKeown Avenue. Is it possible to have a town hall meeting to keep us all informed of your decisions?
11. Looking forward to hearing from you in the near future.
12. True fear isn't being scared; it's not having a choice on the matter.

9. Regards

████████████████████

•

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: November 4, 2022 3:57 PM
To: Reid Porter <Reid.Porter@northbay.ca>
Subject: [EXTERNAL] Comments RE McKeon

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Hi Reid

A couple of comments.

1. It was noted in Ottawa in the 1980s that having storm sewer grates aligned with the slits parallel to the curb allows bicycle tires to pass through the slits at significant hazard to the bicyclist. So, I would like to see them rotated 90 degrees, perpendicular to the curb or the Vee style grates used. (There is also currently an issue where there is a significant physical drop at each grate that requires swerving into traffic to avoid it - this appears to be due to the way the road was repaved as opposed to an original design consideration.) This issue will apply even if there is a multi-use trail since bicycles are allowed to use roadways.
2. The plan for a multi-use path on the south side is not as good as the north side, in my opinion. Any bicyclist with experience uses the back roads such as Macnamara street (because it simply is not safe to be on McKeon between Champlain and Algonquin. Therefore, Cartier is the safer, most convenient alternative. Since Cartier connects to Macnamara, that is the most likely bike route. Having to cross the road at Macnamara during busy times of the day is simply hazardous and you are likely to find the sidewalk or the road used in preference to crossing the street.

Separate from this, it is notable that using the Macnamara - Cartier corridor for bicycles leads to an awkward spot at the intersection of Algonquin and McKeon. The issue being getting from Cartier to Golf Club. Currently there is a requirement to cross three ways to get across to the north side of McKeon on the Golf Club side. While I appreciate a new multiuse trail is being added on the south side of McKeon, it is an annoyance that crossing with the light on the north side McKeon at Algonquin is not considered acceptable and that the

shoulder to golf club is not bike friendly. It would make a huge difference because golf club is so much more bike friendly than Airport.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

worse. Yesterday, for example, the one lane of traffic stopped for us to cross and the one beside it did not. We did not get hit, thankfully. If you do not want to change the traffic circle to a light you need to put a pedestrian crossing there. Historically, North Bay has prioritized cars and trucks over other forms of transportation like busses, bicycles, and walking. McKeown is the corridor for Nipissing and Canadore students and I am confident that you will consider this population and prioritize busses, bicycles, and pedestrians over motorized traffic.

Thank you



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: November 9, 2022 3:49 PM
To: Reid Porter <Reid.Porter@northbay.ca>
Cc: Adam Lacombe <Adam.Lacombe@northbay.ca>; Jonathan Kapitanchuk <Jonathan.Kapitanchuk@northbay.ca>; John Severino <John.Severino@northbay.ca>; Mark King <Mark.King@northbay.ca>; Peter Carello <Peter.Carello@northbay.ca>
Subject: [EXTERNAL] McKeown Avenue Reconstruction - Schedule "C" Class Environmental Assessment Addendum

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I currently live on Leonard Street and am responding to / providing my input into the above-mentioned reconstruction.

My concerns are:

- A local developer is planning to build between 120 - 144 apartment units in/on the old Trusler School location, resulting in up to 200 additional vehicles using the Champlain / Cartier Streets to exit onto McKeown.
 - this does not include additional vehicles based on visitors, emergency vehicles, garbage pickup, UPS etc.
 - By reducing the amount of apartment units being built at this site we could have/keep some green space for the neighbourhood children and others to use. The apartments could be part of the landscape vs. having apartments and a parking lot for vehicles while ignoring greenspace for people to escape (think COVID and lockdown)
- No sidewalks on the east side of Champlain making it dangerous for pedestrians (especially children that need to wait for the school bus) especially in the winter
- A traffic study was conducted September 2021 during the COVID lockdown when students / employees were at home. The study concluded that both the McKeown-Champlain and McKeown-Cartier intersections have major safety concerns.

- Cars parked on the road on both sides of Champlain from Justin to McKeown makes navigating around the parked cars a challenge especially in the winter months.
- Not enough exits from Thibeault Terrace in the event there is an emergency evacuation.

Traffic Lights would be beneficial at Cartier-McKeown once the 4 lane road has been installed:

- More vehicles will use Cartier to exit onto McKeown due to the increase in vehicles (new apartments at Trusler School)
- A steady flow of traffic coming from the Gormanville roundabout making it difficult to cross McKeown

Traffic lights would make it safer:

- for vehicles exiting / entering the Twiggs restaurant which is at the corner of Cartier and McKeown
- for vehicles, pedestrians and cyclists to exit left onto McKeown from Cartier
- for pedestrians getting off the eastbound bus to cross McKeown

And lastly, perhaps North Bay could install garbage bins at the bus stops on McKeown Streets. This would help to keep North Bay clean of garbage or at least reduce the amount of garbage on the sidewalks.

Thank you for your consideration.

Regards

[Redacted signature block]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: November 4, 2022 8:49 PM
To: Reid Porter <Reid.Porter@northbay.ca>
Subject: [EXTERNAL] Four-laning of McKeown Avenue

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To whom it may concern/Council of the City of North Bay,

With respect to the proposed four-laning of McKeown Avenue from Cartier to Gormanville.

I travel this roadway everyday at least twice a day for work. I have never seen congestion with the exception of a cause such as any accidents that have occurred around the roundabout or during construction. What I have seen though, is frequent issues of the public, including parents with strollers, trying to cross the road to access the One Kids Place building. This includes attending any occupational therapy, physiotherapy, speech language therapy, OKP functions, and/or trying to attend a doctor's appointment with the North Bay Pediatric Group (pediatrician's office).

These issues exist with just two lanes... I can't imagine trying to safely cross four lanes on this roadway. Four lanes would cause an increased safety risk for those who need to access the building. We only need to look at Algonquin and Lakeshore and the horrible incidents that have occurred on those four lane roadways to know the reality of what four-laning this stretch of McKeown could bring.

I hope those responsible for making a final decision on this plan take the time to walk the distance from the "MTO building" to the One Kids Place (OKP) building during a regular business day. To truly feel what parents feel like when accessing the OKP building; take the bus, bring a stroller with you, and/or a toddler - perhaps one with disability as these are some of the hundreds of patients and clientele that need to access the OKP building and their child's pediatricians office on a daily basis. Don't just base your opinions on street traffic and driving needs.

If there is a plan to continue with four-laning this section, for the safety of the public, I hope that there is a plan for a safe crosswalk to access 400 McKeown Avenue.

Thank you for your time and consideration,

[REDACTED]
[REDACTED]
[REDACTED]

I do not grant any permission to publish or share my email address. You may share the body of the email to any North Bay City council member or support staff

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: November 3, 2022 5:00 PM
To: Reid Porter <Reid.Porter@northbay.ca>
Subject: [EXTERNAL] City of North Bay McKeown Ave road work

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Reid Porter
Infrastructure Engineer
City of North Bay
Phone: 705-474-4000 ext. 2304
Email: reid.porter@northbay.ca

McKeown road widening project

For the most part - 4 laning is agreeable from Cartier to the round-about

There is a lot more traffic now than there was when the roud-about was installed and the traffic study was completed in 2006

McKeown Ave where McNamara St and Hoppers are located will need to have a set of control lights with left turning lanes. exiting McNamara St turning east on McKeown would need the control lights. There is a lot of traffic at times and left turning would become risky at times with the 4 lanes. A control light would prevent accidents

and allow a controlled pedestrian crosswalk across the 4 lanes of traffic for those who would need to cross to catch the city bus.

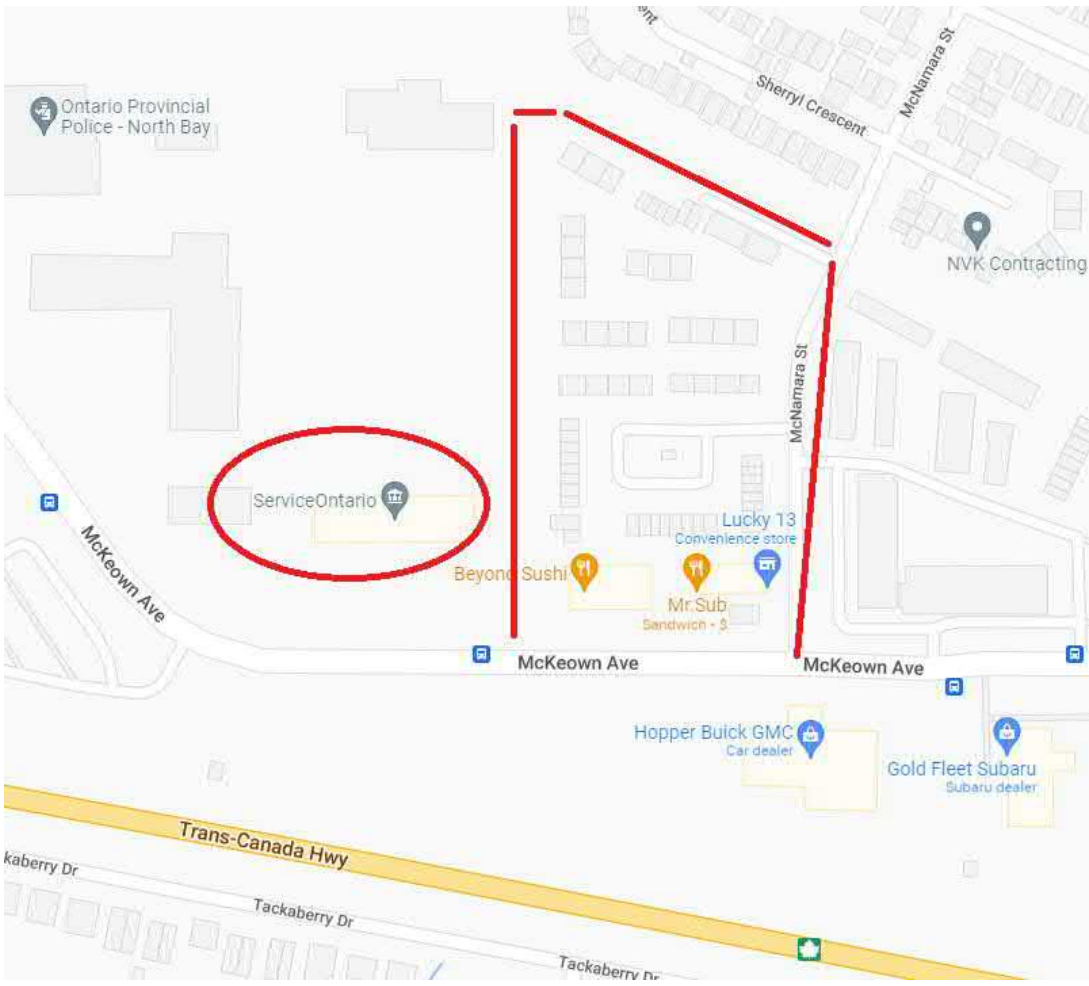
If feasible, a possible redesign of Hopper's entrance could line up like a 4 way intersection

Since traffic flow is heavy at times, Hoppers could possibly reduce the other two entrances and have just one. Not for me to work out but something that can be discussed.

traffic from the round-about might need a center turning lane to get into the MTO building - or possibly search out another working entrance that could route to McNamara - develop the current back street with no name behind the houses on Sherryl Crescent to get to the MTO rear lots and have that be their new entrance closing the MCKeown ave two entrances.

this way the lights will become more effective in use.

possible route in red in my pic of the area for MTO



[REDACTED]
Sent: November 10, 2022 4:40 PM

To: Reid Porter <Reid.Porter@northbay.ca>

Cc: Adam Lacombe <Adam.Lacombe@northbay.ca>

Subject: [EXTERNAL] Thibeault Terrace

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Good afternoon,

We are residents of Thibeault Terrace and understand that an apartment building is to be built at the old Trussler school site.

We have great concerns about the volume of traffic in this area now without an apartment complex. As residents of this area, we can only turn onto McKeown "safely" at Champlain St. If we try to turn left onto McKeown from Cartier, we wait endlessly. Once the traffic gets past the lights at McKeown Plaza they fly. We don't understand why the police aren't ticketing more on McKeown. The intersection where Twiggs is situated is dangerous, with cars coming out of the drive through at Twiggs and customers parking on Cartier. In the winter that intersection is bottlenecked up with cars trying to get out, people parking on Cartier to go to Twiggs.

McKeown should be four lanes and have traffic lights at various intersections to slow the traffic down, plus accommodate the residents living here. McKeown is a drag strip. My husband and I have been concerned for a long time but an apartment complex makes us even more concerned.

Please share our comments/concerns with other members of your team.

Sincerely,

APPENDIX 3-2

Comments Received: Technical Agency & Key Stakeholder Groups

Connor MacIsaac

Subject: RE: [EXTERNAL] McKeown Avenue Reconstruction Schedule C Class EA Addendum

From: Valerie Murphy <Valerie.Murphy@nbmca.ca>
Sent: November 8, 2022 2:10 PM
To: Reid Porter <Reid.Porter@northbay.ca>
Subject: [EXTERNAL] McKeown Avenue Reconstruction Schedule C Class EA Addendum

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Good afternoon Reid,

North Bay-Mattawa Conservation Authority (NBMCA) has received the notice of the Addendum for the Class EA for McKeown Ave. We would like to take this opportunity to advise you that there is a small watercourse that flows through the study area. This watercourse is a feature regulated by NBMCA under Ontario Regulation 177/06, Development, Interference with Wetlands and Alterations to Shorelines and Watercourse (DIA).

In any future planning for work in this area, a DIA permit would be required which would set out appropriate sediment and erosion controls and in-water work measures.

Please do not hesitate to contact me should you have any questions or concerns.

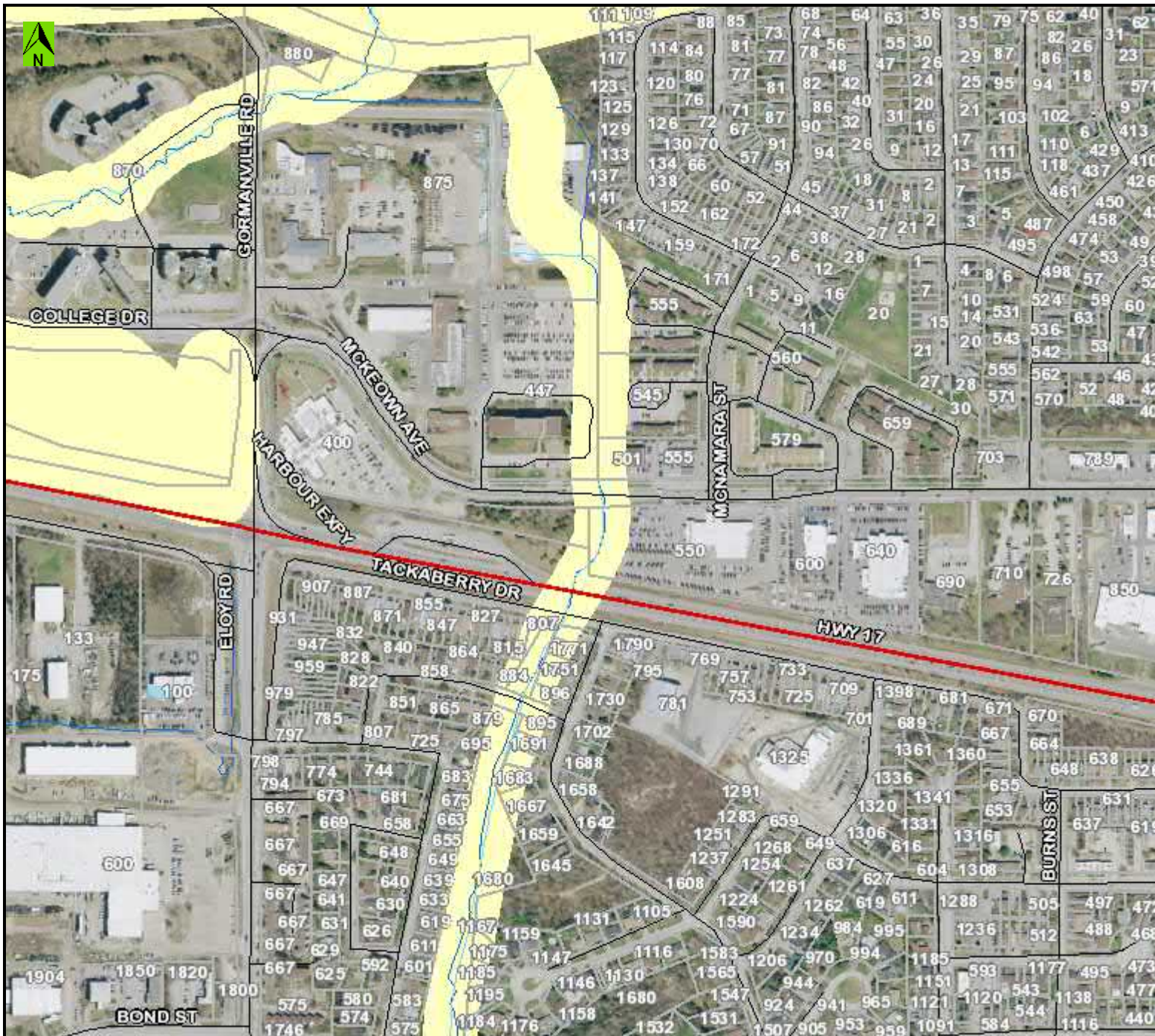
Thank you,

Valerie Murphy (she/her)
Regulations Officer
North Bay-Mattawa Conservation Authority
15 Janey Avenue
North Bay, ON P1C 1N1
Cell: 705-498-3038
Office: 705-474-5420 ext 2004
Fax: 705-474-9793
Web: www.nbmca.ca

Celebrating 50 years of Watershed Management!
1972-2022

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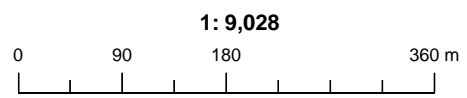


GENERAL USE MAP

LEGEND

- NBMCA
- DWSP
- On-Site Sewage System Program**
 - Nipissing
 - East Parry Sound
 - West Parry Sound
- Road**
 - Road
 - Highway
- Assessment Parcel
- Municipal Boundary
- Geographic Township
- Conservation Area
- Watercourse (OHN)
- Watercourse (Large Scale Hydrology)
- Waterbody (OHN)
- Approximate Regulated Area

NOTES



15 Janey Avenue
 North Bay, ON P1C 1N1
 Tel: (705) 474-5420
 Fax: (705) 474-9793

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Connor Maclsaac

From: Connor Maclsaac
Sent: January 23, 2023 2:30 PM
To: Harvey, Joseph (MCM)
Cc: reid.porter@northbay.ca; Andrew McGregor; Jimmy Rathod; Katrina Thach
Subject: RE: File 0017953: City of North Bay - McKeown Avenue Reconstruction Schedule "C" Class Environmental Assessment Addendum - Notice of Public Information Package - MCM Project Update (RVA 216166)

Categories: Filed by Newforma

Hi Joseph,

We will provide a copy of the Cultural Heritage Report to MCM for review and comment once available as requested. Our archaeological and cultural heritage subconsultant ASI will request a PIF number from the Ministry after they've got the project initiated. We'll follow-up with you once a PIF number is assigned.

Best,



Connor Maclsaac, ENV SP, EPT

ENVIRONMENTAL PLANNER, EA & APPROVALS

t 905 685 5049 ext. 4218

a 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1



From: Harvey, Joseph (MCM) <Joseph.Harvey@ontario.ca>
Sent: January 20, 2023 12:13 PM
To: Connor Maclsaac <cmaclsaac@rvanderson.com>
Cc: reid.porter@northbay.ca; Andrew McGregor <AMcGregor@rvanderson.com>; Jimmy Rathod <JRathod@rvanderson.com>
Subject: RE: File 0017953: City of North Bay - McKeown Avenue Reconstruction Schedule "C" Class Environmental Assessment Addendum - Notice of Public Information Package - MCM Project Update (RVA 216166)

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Hi Connor,

Thanks for your reply.

Please provide us with a copy of the Cultural Heritage Report for review and comment prior to the completion of the Addendum. In addition, to support record keeping on our side, can you provide us with the Project Information Form number (PIF#) for the Stage 1 archaeological assessment.

Thanks,

Joseph Harvey | Heritage Planner
Citizenship, Inclusion and Heritage Division | Heritage Branch | Heritage Planning Unit
Ministry of Citizenship and Multiculturalism
613.242.3743
Joseph.Harvey@ontario.ca

From: Connor MacIsaac <cmaclsaac@rvanderson.com>
Sent: January 20, 2023 11:47 AM
To: Harvey, Joseph (MCM) <Joseph.Harvey@ontario.ca>
Cc: reid.porter@northbay.ca; Andrew McGregor <AMcGregor@rvanderson.com>; Jimmy Rathod <JRathod@rvanderson.com>
Subject: RE: File 0017953: City of North Bay - McKeown Avenue Reconstruction Schedule "C" Class Environmental Assessment Addendum - Notice of Public Information Package - MCM Project Update (RVA 216166)

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Hi Joseph,

Thank you for your advice. To provide you an update on the project, based on the comments received from the Public Information Package, the City will be extending the study area easterly to include the intersection of McKeown Avenue at Champlain Street. The revised study area is highlighted in the attached. Improvements to this portion of McKeown Avenue were included in the 1999 ESR, and as such, the recommendations will be reflected in the Addendum to the ESR report. We'll also be notifying the remainder of the stakeholder list of this revision in the study area.

Based on MCM's comments, we have initiated both Stage 1 Archaeological Assessment as well as a Cultural Heritage Report as part of the Addendum.

Thanks,



Connor MacIsaac, ENV SP, EPT

ENVIRONMENTAL PLANNER, EA & APPROVALS

t 905 685 5049 ext. 4218

a 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1



From: Harvey, Joseph (MCM) <Joseph.Harvey@ontario.ca>
Sent: November 17, 2022 11:17 AM
To: Connor MacIsaac <cmaclsaac@rvanderson.com>
Cc: reid.porter@northbay.ca; Andrew McGregor <AMcGregor@rvanderson.com>; Jimmy Rathod <JRathod@rvanderson.com>

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Hi Connor,

Thanks for providing the additional background information on the McKeown Avenue Reconstruction Schedule "C" Class Environmental Assessment Addendum. We reviewed the original ESR (2002) and have the following comments:

Archaeological Resources

- Since approvals for this project were granted, the legislative and regulatory framework as it relates to archaeological resources, and associated due diligence, has changed (e.g., Standards and Guidelines for Consultant Archaeologists (2011)). As such, we continue to recommend that the [Criteria for Evaluating Archaeological Potential](#) be completed to determine if an archaeological assessment is needed.
- If the EA project area exhibits archaeological potential, then an archaeological assessment (AA) shall be undertaken by an archaeologist licenced under the *Ontario Heritage Act* (OHA), who is responsible for submitting the report directly to MCM for review.

Built Heritage Resources and Cultural Heritage Landscapes

- Although the Ministry previously indicated that "*the study area does not contain designated heritage resources or properties*", additional built heritage resources and/or cultural heritage landscapes (BHR/CHL) may have been identified since the completion of the original ESR. The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether this EA project will impact BHR/CHL.
- Where a known or potential BHR/CHL may be directly and adversely impacted, and whether it has not yet been evaluated for cultural heritage value or interest (CHVI), completion of a Cultural Heritage Evaluation Report (CHER) is required to fully understand its CHVI and level of significance. Cultural heritage value or interest is determined based on the application of the criteria in Ontario Regulations [9/06](#) and [10/06](#). If a BHR/CHL is found to be of CHVI, then a Heritage Impact Assessment will be completed in consultation with MCM as early as possible during detail design. We are available to provide further advice and comment on any technical cultural heritage studies to be completed in support of this undertaking.

Please do not hesitate to contact me if you have any further questions or need further information.

Regards,

Joseph Harvey | Heritage Planner
Inclusion and Heritage Division | Heritage Branch | Heritage Planning Unit
Ministry of Citizenship and Multiculturalism
613.242.3743
Joseph.Harvey@ontario.ca

From: Connor MacIsaac <cmaclsaac@rvanderson.com>

Sent: November 4, 2022 10:55 AM

To: Harvey, Joseph (MCM) <Joseph.Harvey@ontario.ca>

Cc: reid.porter@northbay.ca; Andrew McGregor <AMcGregor@rvanderson.com>; Jimmy Rathod <JRathod@rvanderson.com>

Subject: RE: File 0017953: City of North Bay - McKeown Avenue Reconstruction Schedule "C" Class Environmental Assessment Addendum - Notice of Public Information Package

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Hi Joseph,

Thank you for the Ministry's comments. We have reviewed the information in the letter provided, and wanted to clarify that, as part of the original EA, the Ministry of Citizenship, Culture, and Recreation had provided clearance that no archaeological or cultural heritage resources were present within the study area, and that no further action was required.. I've attached relevant portions of the original ESR document for your information. Please let me know if the Ministry would like to receive the full copy of the original ESR, and I can provide it via a File Exchange.

Based on the letter provided, both checklists provided, "*Criteria for Evaluating for Potential Built Heritage Resources and Cultural Heritage Landscapes*" and "*Criteria for Evaluating Archaeological Potential*" are required to be completed as part of the Addendum to the ESR, and that if either checklist determines the need for additional studies, those would need to be completed. Could you please confirm these requirements? We want to be sure that we meet all requirements as part of the Addendum.

Best,



Connor Maclsaac, ENV SP, EPT

ENVIRONMENTAL PLANNER, EA & APPROVALS

t 905 685 5049 ext. 4218

a 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1



From: Harvey, Joseph (MCM) <Joseph.Harvey@ontario.ca>

Sent: November 2, 2022 3:38 PM

To: reid.porter@northbay.ca

Cc: Connor Maclsaac <cmaclsaac@rvanderson.com>

Subject: FW: File 0017953: City of North Bay - McKeown Avenue Reconstruction Schedule "C" Class Environmental Assessment Addendum - Notice of Public Information Package

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Reid Porter,

Please find attached our initial advice on the above referenced undertaking.

Please note that the responsibility for administration of the Ontario Heritage Act and matters related to cultural heritage has been recently transferred from the Ministry of Tourism, Culture and Sport to the Ministry of Citizenship and Multiculturalism (MCM). Individual staff roles and contact information

remain unchanged. Please continue to send any notices, reports and/or documentation to both Karla Barboza and myself.

Do not hesitate to contact me with any questions or concerns.

Regards,

Joseph Harvey | Heritage Planner
Inclusion and Heritage Division | Heritage Branch | Heritage Planning Unit
Ministry of Citizenship and Multiculturalism
613.242.3743
Joseph.Harvey@ontario.ca

From: Connor MacIsaac <cmaclsaac@rvanderson.com>
Sent: October-25-22 2:50 PM
Cc: Jimmy Rathod <JRathod@rvanderson.com>; reid.porter@northbay.ca
Subject: City of North Bay - McKeown Avenue Reconstruction Schedule "C" Class Environmental Assessment Addendum - Notice of Public Information Package

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Dear Sir / Madam,

On behalf of The City of North Bay, please find attached the Notice of Public Information Package prepared for the Addendum to the 1999 McKeown Avenue Schedule 'C' Class Environmental Assessment (EA) Environmental Study Report (ESR). Considering that it has been over 10 years since the original Environmental Study Report was filed, the City initiated this EA Addendum to reassess the widening of McKeown Avenue in consideration of the changes that have occurred since 1999, including traffic volumes and patterns, development, and regulations. You are receiving this notice as your agency or group was involved in the 1999 EA, and / or the City has identified you as having potential interest in the updated recommendations.

The City invites you to learn about the EA Addendum including the need and justification, alternatives considered, and revised recommendations, on the project website at: [McKeown Avenue Reconstruction - Schedule "C" Class Environmental Assessment Addendum | City of North Bay](#).

Changes to the 1999 EA will be documented in an Addendum to the Environmental Study Report (ESR), which will be made available for a 30-day public review period. A Notice of Filing of EA Addendum will be issued at that stage.

To provide comments, questions, or concerns on the materials, request a hard copy of the online material, or to be removed from the contact list, please contact the below by November 11th, 2022.

Reid Porter
Infrastructure Engineer
City of North Bay
Phone: 705-474-4000 ext. 2304
Email: reid.porter@northbay.ca

Kind Regards,

 **Connor MacIsaac, ENV SP, EPT**
ENVIRONMENTAL PLANNER, EA & APPROVALS
t 905 685 5049 ext. 4218

a 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1



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Connor MacIsaac

From: Connor MacIsaac
Sent: January 20, 2023 11:41 AM
To: Lee, Erinn (MECP)
Cc: Whiteley, Angela (MECP); reid.porter@northbay.ca; Battarino, Gavin (MECP); Andrew McGregor
Subject: RE: MECP Comments - Notice of Public Information Package - McKeown Avenue Reconstruction MCEA Addendum (RVA 216166)
Attachments: Revised Study Area Map.jpg
Categories: Filed by Newforma

Hi Erinn,

Thank you for your advice. To provide you an update on the project, based on the comments received from the Public Information Package, the City will be extending the study area easterly to include the intersection of McKeown Avenue at Champlain Street. The revised study area is highlighted in the attached. Improvements to this portion of McKeown Avenue were included in the 1999 ESR, and as such, the recommendations will be reflected in the Addendum to the ESR report. We'll also be notifying the remainder of the stakeholder list of this revision in the study area.

Based on MECP's comments, we have initiated both a noise assessment and qualitative air assessment as part of the Addendum, as well as reached out to each of the Indigenous communities noted.

As requested, we will provide the draft Addendum to the ESR Report for MECP's review and comment once available.

Thanks,



Connor MacIsaac, ENV SP, EPT

ENVIRONMENTAL PLANNER, EA & APPROVALS

t 905 685 5049 ext. 4218

a 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1



From: Lee, Erinn (MECP) <Erinn.Lee2@ontario.ca>
Sent: December 6, 2022 1:57 PM
To: reid.porter@northbay.ca; Connor MacIsaac <cmacIsaac@rvanderson.com>
Cc: Whiteley, Angela (MECP) <Angela.Whiteley@ontario.ca>; Battarino, Gavin (MECP) <Gavin.Battarino@ontario.ca>
Subject: MECP Comments - Notice of Public Information Package - McKeown Avenue Reconstruction MCEA Addendum

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Good afternoon Reid and Connor,

Please find attached MECP's comments in response to the Notice of Public Information Package for the McKeown Avenue Reconstruction Addendum. **The letter includes an updated list of Indigenous communities for consultation.**

Please note the following comments regarding air and noise studies:

- **Noise:** Given the previous noise report was prepared more than twenty years ago, the noise report should be updated to reflect the new horizon year 2041 vehicular traffic data, as well as the new road alignment cross-section.
- **Air Quality:** MECP expects that the report contain a qualitative assessment which includes:
 - A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
 - A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
 - A discussion of local air quality impacts that could arise from this project during both construction and operation; and
 - A discussion of potential mitigation measures.

Thank you,

Erinn Lee ([she/her](#))

Regional Environmental Planner | Ministry of the Environment, Conservation and Parks
Project Review Unit, Environmental Assessment Branch
135 St. Clair Ave W, Toronto, ON M4V 1P5
P : 1 (416) 357-1511 E: Erinn.Lee2@ontario.ca