



## **City of Greater Sudbury**

Second Avenue (MR 72) Infrastructure Improvements  
Schedule 'B' Municipal

Class Environmental Assessment (EA) Project File Report

March 2015

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## **1. STUDY PURPOSE**

The purpose of this study is to undertake a Municipal Class Environmental Assessment (Class EA) for the proposed infrastructure improvements on Second Avenue (MR 72) in the City of Greater Sudbury (City).

The City (Proponent) undertook the Class EA Study, the project team comprises of representatives from the City of Greater Sudbury Infrastructure Services Department.

## **2. BACKGROUND**

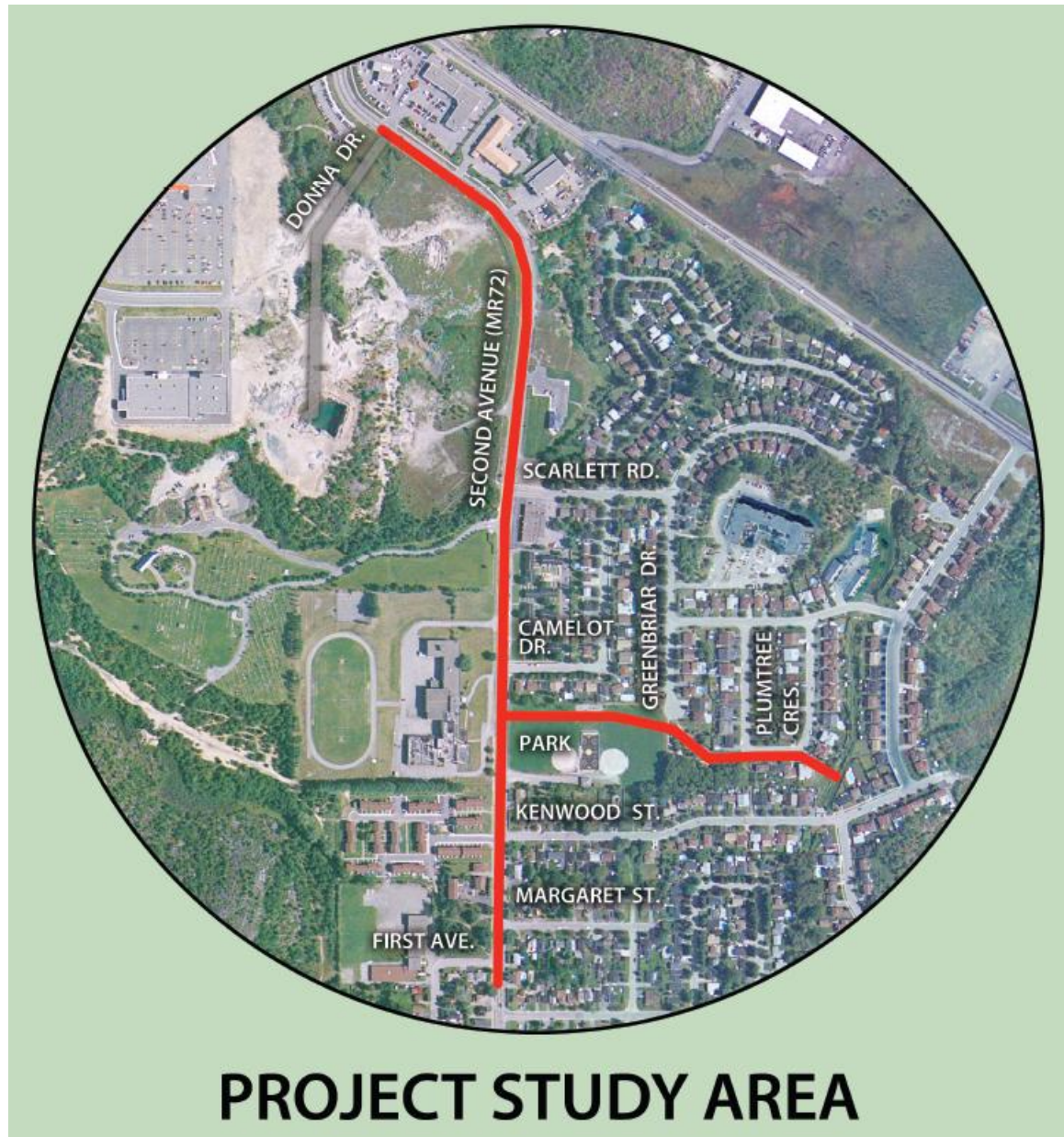
In 2011, the City began an update to their existing Transportation Master Plan (TMP) to account for the significant development in the preceding years and to include an active transportation component to encourage a healthy community. One component of the TMP was to identify the required road network improvements within the next twenty years using population and employment projections, using traffic modeling analysis. The early conclusions identified the need for widening Second Avenue (MR 72), due to existing and future congestion, and this work was included in the 2014 capital budget.

As a result, the City Infrastructure Services Department initiated a Municipal Class Environmental Assessment in accordance with Schedule 'B' requirements – as outlined in the Municipal Engineers Association Municipal Class Environmental Assessment document (MEA 2000, amended 2007) – to identify and evaluate alternatives for addressing the above-noted deficiency.

Second Avenue is currently a two lane secondary arterial road that generally runs in a north-south direction from Bancroft Drive to the Kingsway.

Figure 1 provides an overview of the Project Study Area.

**Figure 1 – Project Study Area**



### 3. PROBLEM STATEMENT

The City's TMP identified Second Avenue for road widening as part of the Preferred Alternative road network to address existing and projected capacity deficiencies and to support future growth. The problem identified on Second Avenue is existing and future traffic congestion. The existing average traffic volume on Second Avenue is 15,000 per day.

Therefore the City is carrying out this study to assess alternative solutions and identify the recommended alternative design that will address the problem and minimize the environmental impacts.

### 4. MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS

The study was conducted as a Class EA study under the guidelines of the Municipal Class EA. The Class EA describes the process that proponents must follow in order to meet the requirements of the EA. The EA applies to four types of projects:

- **Schedule 'A':** projects that are limited in scale, have minimal adverse environmental effects and include the majority of municipal road maintenance and operational activities, including installation of traffic control signals.
  - These projects are pre-approved and may proceed to implementation without following the full Class EA planning process
- **Schedule 'A+':** projects that are also limited in scale, have minimal adverse environmental effects.
  - These projects are pre-approved, however, the public is to be advised prior to project implementation.
- **Schedule 'B':** projects that have the potential for some adverse environmental effects.
  - These projects are subject to screening process, which includes contacting directly affected public and relevant review agencies.
- **Schedule 'C':** projects that have the potential for significant environmental effects.
  - These projects must proceed under the full planning and documentation procedures specified in the Class EA document.

The City estimated the cost of the preferred solution to be under \$2,300,000.

Therefore, this project has been undertaken as a Schedule 'B' in accordance with the steps and requirements of the Municipal Class Environmental Process as illustrated in Figure 2.



## EXHIBIT A.2

# MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

**NOTE:** This flow chart is to be read in conjunction with Part A of the Municipal Class EA

The flowchart is organized into five vertical columns representing the phases of the process:

- PHASE 1: PROBLEM OR OPPORTUNITY**
  - 1 IDENTIFY PROBLEM OR OPPORTUNITY
  - 2 DISCRETIONARY PUBLIC CONSULTATION TO REVIEW PROBLEM OR OPPORTUNITY
  - DETERMINE APPLICABILITY OF MASTER PLAN APPROACH (See Section A.2.7)
- PHASE 2: ALTERNATIVE SOLUTIONS**
  - 1 IDENTIFY ALTERNATIVE SOLUTIONS TO PROBLEM OR OPPORTUNITY
  - SELECT SCHEDULE (APPENDIX 1)
  - 2 INVENTORY NATURAL, SOCIAL, ECONOMIC ENVIRONMENT
  - 3 IDENTIFY IMPACT OF ALTERNATIVE SOLUTIONS ON THE ENVIRONMENT AND MITIGATING MEASURES
  - 4 EVALUATE ALTERNATIVE SOLUTIONS: IDENTIFY RECOMMENDED SOLUTIONS
  - 5 CONSULT REVIEW AGENCIES AND PUBLIC: RE: PROBLEM OR OPPORTUNITY AND ALTERNATIVE SOLUTIONS
  - 6 SELECT PREFERRED SOLUTION
  - 7 REVIEW AND CONFIRM CHOICE OF SCHEDULE
- PHASE 3: ALTERNATIVE DESIGN CONCEPTS FOR PREFERRED SOLUTION**
  - 1 IDENTIFY ALTERNATIVE DESIGN CONCEPTS FOR PREFERRED SOLUTION
  - 2 DETAIL INVENTORY OF NATURAL, SOCIAL AND ECONOMIC ENVIRONMENT
  - 3 IDENTIFY IMPACT OF ALTERNATIVE DESIGNS ON ENVIRONMENT AND MITIGATING MEASURES
  - 4 EVALUATE ALTERNATIVE DESIGNS: IDENTIFY RECOMMENDED DESIGN
  - 5 CONSULT REVIEW AGENCIES & PREVIOUSLY INTERESTED & DIRECTLY AFFECTED PUBLIC
  - 6 SELECT PREFERRED DESIGN
  - 7 REVIEW ENVIRONMENTAL SIGNIFICANCE & CHOICE OF SCHEDULE
  - 8 PRELIMINARY FINALIZATION OF PREFERRED DESIGN
- PHASE 4: ENVIRONMENTAL STUDY REPORT**
  - 1 COMPLETE ENVIRONMENTAL STUDY REPORT (ESR)
  - 2 ENVIRONMENTAL STUDY REPORT (ESR) PLACED ON PUBLIC RECORD
  - NOTICE OF COMPLETION TO REVIEW AGENCIES AND PUBLIC
  - COPY OF NOTICE OF COMPLETION TO MCE-EA BRANCH
  - 3 OPPORTUNITY TO REQUEST MINISTER WITHIN 30 DAYS OF NOTIFICATION TO REQUEST AN ORDER\*
  - OPTIONAL FORMAL MEDIATION (See Section A.2.8.2)
  - DISCRETIONARY PUBLIC CONSULTATION TO REVIEW PREFERRED DESIGN
  - ORDER\* GRANTED, PROCEED AS PER MINISTER'S DIRECTION OR ABANDON PROJECT
  - MATTER REFERRED TO MEDIATION
  - ORDER\* DENIED WITHOUT MINISTER'S CONDITIONS
- PHASE 5: IMPLEMENTATION**
  - 1 COMPLETE CONTRACT DRAWINGS AND TENDER DOCUMENTS
  - 2 PROCEED TO CONSTRUCTION AND OPERATION
  - 3 MONITOR FOR ENVIRONMENTAL PROVISIONS AND COMMITMENTS

**Flow and Decision Points:**

- From Phase 1 to Phase 2: Mandatory flow.
- From Phase 2 to Phase 3: Mandatory flow, but with a decision point on the choice of schedule (Schedule A, B, C, or Individual EA).
  - If Schedule A: Proceeds to Phase 3.
  - If Schedule B, C, or Individual EA: Proceeds to Phase 4.
- From Phase 3 to Phase 4: Mandatory flow.
- From Phase 4 to Phase 5: Mandatory flow, but with a decision point on the outcome of the review process.
  - If Order granted: Proceeds to Phase 5.
  - If Matter referred to mediation: Proceeds to Phase 4 (Optional Formal Mediation).
  - If Order denied: Proceeds to Phase 4 (Optional Formal Mediation).

**Legend:**

- > INDICATES POSSIBLE EVENTS
- INDICATES MANDATORY EVENTS
- .-.-> INDICATES PROBABLE EVENTS
- Yellow box: MANDATORY PUBLIC CONTACT POINTS (See Section A.3 Consultation)
- Hexagon: DECISION POINTS ON CHOICE OF SCHEDULE
- Dashed line: OPTIONAL

\* PART II ORDER (See Section A.2.8)

## **5. INVENTORY OF THE ENVIRONMENT**

The Municipal Class EA process requires an inventory of the various environments. The following sections below discuss the Natural, Socio-Economic and Cultural environments.

### **5.1 Natural Environment**

The proposed project is located within the municipal right-of-way, a developed park, and an easement across a privately owned lot. There was no habitat identified by a site visit by staff or indicated during the public consultation. The Natural Heritage map from the City's Official Plan did not indicate the area as significant habitat. Refer to Appendix A – Schedule 3 Natural Heritage Official Plan.

### **5.2 Socio-Economic Environment**

The land use of the project area consist of Park Open Space (former pit/clean fill dump site), Cemetery lands, Mixed Use Commercial, Industrial and Residential Living . This is identified in Schedule A – Zone Maps By-law 2010-100Z in Appendix A

### **5.3 Cultural Environment**

Woodland Heritage Services Limited undertook a Stage 1 Archeological Assessment on September 8, 2014. The assessment did not locate any areas of archeological potential. The adjacent area is disturbed and developed. As a result it is recommended that no further archeological work be required in advance of the proposed work. The Archeological Assessment can be found in Appendix B

## **6. ALTERNATIVE SOLUTIONS**

The EA process requires the proponent to address the identified problem or opportunity, by taking into consideration the existing environment and establishing a preferred solution. The following alternatives are considered for this project:

- 1. Do Nothing** - Maintain existing roadway cross-section and do not undertake a road widening
- 2. Widen Third Avenue** - Widen Third Avenue from Bancroft Drive to the Kingsway
- 3. Widen Second Avenue** - Widen Second Avenue to five lanes from Donna Drive to Scarlett Road, and three lanes from Scarlett Road to Kenwood Street

The alternative to widen Second Avenue to three lanes from Donna Drive to Scarlett Road was not considered for the following reasons:

1. There will be no improvement to traffic flow,
2. Does not address the traffic volumes forecasted for the year 2031.

The Silver Hills Drive road that is proposed to connect the Kingsway (existing Chapters entrance) with Bancroft Drive is not considered an alternative for Second Avenue, as it is needed to address current and future traffic volumes between Bancroft Drive and the Kingsway in addition to trips associated with the new development. The traffic model indicates that with Silver Hills Drive traffic volumes are still expected to increase.

The alternative of a roundabout at the intersection of Scarlett Road and Second Avenue instead of traffic signals was also considered by the City. As part of the review of the Second Avenue corridor, a traffic signal warrant analysis indicated that additional traffic control is required at Second Avenue and Scarlett Road. Parts of the improvements of this intersection include combining the entrance to the Civic Memorial Cemetery and the Minnow Lake Dog Park, and aligning this new entrance across from Scarlett Road. Although there are some benefits to a roundabout compared to a signalized intersection, they do not outweigh the increased construction costs, the impact to adjacent property owners (Cemetery and commercial mall) and the decreased safety for cyclists. It is recommended a signalized intersection be provided at the intersection of Second Avenue at Scarlett Road. A Comparative Analysis Report (Roundabout Vs Signalized Intersection) can be found in Appendix D.

## 7. EVALUATION OF ALTERNATIVES

The alternatives were comparatively evaluated against the screening criteria as illustrated in Table 7-1.

**Table 7-1 – Evaluation / Screening Criteria**

<b>Transportation / Technical Factors</b>	<ul style="list-style-type: none"> <li>• Accommodation for pedestrians and cyclists</li> <li>• Roadway Geometrics – Horizontal &amp; Vertical Alignments</li> <li>• Accommodation of existing and future traffic demands</li> </ul>
<b>Socio-Economic Environment</b>	<ul style="list-style-type: none"> <li>• Property Impacts</li> <li>• Construction Disruption</li> </ul>
<b>Natural Environment</b>	<ul style="list-style-type: none"> <li>• Fisheries and Aquatic Habitat</li> <li>• Vegetation</li> <li>• Water resources</li> <li>• Air quality impacts</li> </ul>
<b>Cultural Environment</b>	<ul style="list-style-type: none"> <li>• Archaeological Potential</li> </ul>
<b>Cost</b>	<ul style="list-style-type: none"> <li>• Capital Cost</li> <li>• Property Costs</li> </ul>

The results of the evaluation of the alternatives are provided in Table 7-2.



**Table 7-2 – Evaluation of Alternative Solutions**

Criteria	Do Nothing		Widen Third Avenue		Widen Second Avenue	
<b>Transportation/ Technical</b>	Does not accommodate existing and future traffic demands	1	Addresses current and projected traffic volumes to 2031, however Third Ave is a collector road, therefore not a viable option for anticipated traffic volumes	2	Addresses current and projected traffic volumes to 2031	3
	No improvements to horizontal & vertical alignments	1	Not a continuous route, jogs at Kenwood, therefore not as attractive to traffic as Second Ave	1	Improvements to horizontal & vertical alignments	3
	No improvements for cyclists and Pedestrians	1	Intersection Improvements (ie: Traffic signals) would be required at Bancroft and Third	1	Improvements for cyclists and Pedestrians	3
<b>Socio-Economic Environment</b>	No property impact	3	Significant Impact to Existing Residential Properties	1	No property acquisition required	3
	No road closures or disruptions	2	Temporary road closures and noise disruptions during construction	2	Temporary road closures and noise disruptions during construction	2
<b>Natural Environment</b>	No natural environment concerns	3	Significant tree removal, significant increase in traffic volume	1	Moderate tree removal, no other known natural environmental concerns	2
<b>Cultural Environment</b>	No archeological potential	3	No archeological potential	3	No archeological potential	3
<b>Cost</b>	No capital or property cost	3	High capital and property cost	1	Modest capital cost and no property cost	2
<b>Total Score</b>		<b>17</b>		<b>12</b>		<b>21</b>

Evaluation Ranking System:

1 = Not supportive; 2 = Somewhat supportive; 3 = Supportive

## 8. RECOMMENDED SOLUTION

Based on the evaluation, the "Do Nothing" alternative does not address the identified problem nor does it address existing and forecasted traffic volumes. The "Widen Third Avenue" alternative would have significant impact to residential property and natural landscape as the current corridor does not have the available right-of-way to support the road widening.

It is recommended that Second Avenue be widened to five lanes from Donna Drive to Scarlett Road and three lanes from Scarlett Road to Kenwood Street. By widening the road, in addition to improvements in other parts of the Greater Sudbury road network, the capacity concerns identified in the 2031 Do Nothing Alternative area expected to be addressed. With the widening, there is expected to be adequate capacity along Second Avenue. In addition, this alternative will have minimal impact to the environment, it is the most cost effective and no public or private lands will be required for the proposed work. ***Therefore, the proposed widening of Second Avenue is the recommended alternative solution.*** A plan view drawing of the proposed widening of Second Avenue can be found in Appendix G.

The City also reviewed the scope of work to determine if any additional work should be completed for the purposes of cost effectiveness and efficiency. The following items were added to the project:

1. Add sidewalk to both sides of Second Avenue to facilitate pedestrians.
2. Urbanize (add curbs) Second Avenue to facilitate the construction of sidewalks.
3. Add storm sewer to allow for urbanization and correct existing drainage issues.
4. Provide wide curb lanes to facilitate cyclists.
5. Replace sections of watermain and sanitary sewer.
6. Install traffic signals at Scarlett Road as the traffic warrants were met, and to provide a protected pedestrian crossing.
7. Realign the cemetery and dog park entrance to the proposed traffic signals to improve safety and facilitate traffic movements.
8. Remove the pedestrian traffic signals between the former high school and the park as new traffic signals are proposed at Scarlett Road.
9. Add bus bays to facilitate public transportation.

All of these additions to the project scope are Schedule A or A+ under the Municipal Class EA process.

The total cost estimate for this recommended solution is \$6,600,000 excluding taxes. The cost estimate for the road widening is approximately \$850,000 which satisfies the problem statement. Therefore, this project has been undertaken following the Schedule 'B' process for municipal roads, as the cost estimate to widen the road is less than \$2.3 million.

## 9. POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Minimal environmental impacts are expected and traditional mitigation measures will be in place. The potential environmental impacts and mitigation measures to minimize the impacts are summarized in the following table:

**Table 9-1 Potential Environmental Impacts and Proposed Mitigation Measures**

Potential Environmental Impact	Mitigation Measures
Road Closures during construction	<ul style="list-style-type: none"><li>• Adequate vehicle and pedestrian detours will be delineated and construction will be expedited to minimize delays</li><li>• The public will be notified through a Public Service Announcements of any potential road closures</li></ul>
Potential noise impacts associated with construction operations	<ul style="list-style-type: none"><li>• Staging of construction to minimize disruption the public and adjacent properties</li><li>• Equipment idling shall be restricted to the minimum necessary to perform specified work</li></ul>
Dust from construction operations	<ul style="list-style-type: none"><li>• During dry periods bare soil will be covered with water and dust suppressant to minimize</li></ul>
Erosion and Sedimentation	<ul style="list-style-type: none"><li>• Erosion and Sedimentation control measures consistent with Ontario Provincial Standards and Specifications will be adhered to ensure no effects to adjacent areas of fish habitat. Control measures will be maintained during the duration of the construction.</li></ul>
Removal or disturbance of vegetation and mature trees	<ul style="list-style-type: none"><li>• Employ tree protective measures by installing suitable tree protection fencing and shall remain in place through the duration of the construction</li></ul>
Temporary disruption during construction and/or inconvenience to properties and buildings	<ul style="list-style-type: none"><li>• Construction to be scheduled so as to minimize disruption</li><li>• Ensure access for emergency response vehicles/personnel</li><li>• Notify public/property owners of construction scheduling by mail, news media or communication with City Representatives on site</li></ul>
Temporary disruption of park space during construction	<ul style="list-style-type: none"><li>• Install temporary construction fencing around the construction zone within the park lands as required</li></ul>
Exhaust emissions from construction operations	<ul style="list-style-type: none"><li>• Equipment idling shall be restricted to the minimum necessary to perform specified work</li></ul>

## **10. PUBLIC CONSULTATION**

The consultation process is a key component of the Class EA process. The goal of the consultation process is to have stakeholders provide input into the identified problem, alternative solutions and preferred solution. The City is progressing with the Second Avenue project as Schedule B Class EA. While a Schedule B only requires two mandatory points of contact, the City has made a significant effort in public consultation beyond the mandatory requirements.

The following sections provide details of the consultation process with all supporting documentation provided in Appendix E.

### **10.1 Notice of Study Commencement**

The City posted a Notice of Commencement on January 11, 2012, for the Transportation Master Plan (TMP). This notification was available for viewing at <http://www.greatersudbury.ca>.

### **10.2 Public Information Centres**

The City hosted two Public Information Centres (PIC) for the TMP. PIC #1 was held on **January 11, 2012** in order to obtain a better understanding of existing conditions, current concerns and views on the future transportation network of Greater Sudbury. PIC #2 was held on **June 19, 2013** to obtain feedback on the recommended preferred transportation alternative for the road network, the recommended active transportation network and the transportation policies that support the various elements of the Transportation Study. Approximately 100 people attended each PIC. The (Draft) Recommended 2031 Road Network Map presented at PIC #2 is included in Appendix E. There were no specific comments received in regards to the Second Avenue Widening.

The schedule to complete the TMP was delayed, and it was anticipated that the TMP would not be complete until after the proposed construction start date for Second Avenue. Therefore, the City proceeded to complete the remainder of the Schedule B, Class EA for only Second Avenue to meet the proposed construction schedule.

The City hosted a PIC for the Second Avenue project on **March 19, 2014**, approximately 70 people attended the PIC. A copy of the Notice is provided in Appendix E. The majority of non-supportive comments received included the following:

1. Five lanes are not required.
2. Wide curb lanes are not an appropriate cycling facility for Second Avenue.
3. The cycling route is not continuous as there is a paved shoulder south of First Avenue to Bancroft Drive.
4. The pedestrian traffic signals should not be removed as there is a primary school and a housing complex south of the project that use these signals to cross Second Avenue safely.
5. There is a drainage problem on the corner of First Avenue and Second Avenue.

The City evaluated these comments and held a meeting with key stakeholders that represented active transportation and the local community. Following this feedback, the City made the following changes and hosted a follow-up PIC **April 22, 2014** approximately 60 people attended. A copy of the Notice is provided in Appendix E.

The City presented the following design changes at the PIC:

1. The wide curb lanes were replaced with cycle tracks and the City's first cycling cross ride was proposed at the traffic signals at Scarlett.
2. The paved shoulders were extended between Kenwood Street and First Avenue to make the cycling route continuous.
3. The pedestrian signals were to remain, however they would be relocated to Kenwood Street to better reflect the pedestrian desire line now that the former high school was converted to apartments.
4. As the limits of the project were extended to First Avenue, the storm sewer design was modified to address the localized drainage problem.

The majority of the comments from the April 2014 PIC were regarding the need for a five lane road. The responses were mixed, with residents in favour and opposed. The need for the five lanes is due to the growth of the community and because there is not sufficient capacity within the road for traffic volumes today and into the future. This was supported by the traffic modeling analysis.

### **10.3 Notice of Study Completion**

The City confirmed that the estimated cost for the road widening was still less than \$1 million (total cost \$6.6 million) and the Notice of Completion for the Second Avenue Infrastructure Improvements was published on April 16, 2014 in the Le Voyageur and Sudbury Star.

### **10.4 Part II Order Requests**

The City received two Part II Order Requests on May 15, 2014 and on May 16, 2014. The issues and concerns identified and proponent responses are summarized as follows:



**Table 10-1 – Proponent (City) Response to Part II Order Requests**

Issues and Concerns	Proponent Response
<p>Road expansion will bring increased air pollution to the surrounding area which provides access to green space.</p>	<p>A travel demand model is being used to forecast future transportation conditions in Greater Sudbury and to test alternative transportation networks to address existing and forecast future travel concerns. As part of this process, a year 2011 base model was developed to analyze existing conditions. The existing conditions indicate that Second Avenue is at capacity in the northbound direction in the p.m. peak commuter travel hour.</p> <p>Population and employment forecasts for the year 2031 have been generated and tested on the existing transportation network to determine where future transportation concerns may appear. In the case of Second Avenue, by the year 2031, if no transportation improvements are made, the northbound traffic volumes will reach a critical capacity point to where transportation improvements should be made. The southbound travel volumes also would be expected to approach capacity.</p> <p>Traffic volumes are not expected to increase dramatically with the widening of Second Avenue, assuming other planned improvements also are implemented. Forecast volumes for the 2031 Preferred Alternative indicate that while northbound traffic volumes are expected to increase compared to existing conditions in the p.m. peak hour, southbound traffic volumes are forecast to decrease compared to existing conditions.</p> <p>Overall, traffic volumes forecast for the year 2031 Preferred Alternative is expected to remain close to existing 2011 traffic volumes. The road widening provides additional capacity and reduces congestion. Traffic congestion is a major contributor to air emissions. Based on the road widening and the forecasted traffic levels, a significant increase in air pollution is not anticipated.</p>

Issues and Concerns	Proponent Response
<p>A Source Water Protection Plan has been completed for Ramsey Lake, but has not been implemented.</p>	<p>A Proposed Drinking Water Source Protection Plan was prepared under the Clean Water Act and was submitted to the Minister of the Environment for review and approval on August 20, 2012. The source protection plan contains policies to protect sources of municipal residential drinking water.</p> <p>Second Avenue is within intake protection zone 3 for the Ramsey Lake drinking water source. Storm water infrastructure and the application of road salt are activities that could pose drinking water threats.</p> <p>The proposed source protection plan contains policies to manage these threat activities. Refer to the letter received from Conservation Sudbury in Appendix E regarding Drinking Water Source Protection.</p> <p>The City shares the general public's concern for the well being of Ramsey Lake. One of the City's first priorities is to develop a policy to provide storm water management strategy for the Ramsey Lake area within five years of the source protection plan taking effect. As stated in the City's letter to the Greater Sudbury Watershed Alliance (Appendix E). The City is currently preparing the Terms of Reference for a Watershed Study for Ramsey Lake and expects to retain a consultant in 2015 (The City had scheduled to retain the consultant in 2014, however this was delayed). The funding for this study is included in the City's 2014 Capital Budget. The watershed study will include state of the art and best management practices for storm water management and treatment, and a prioritization and implementation plan of treatment improvements for Ramsey Lake.</p> <p>The majority of Ramsey Lake's shoreline is developed, and the treatment of all sources of storm water is a significant undertaking. The City's preliminary estimate for this work is in excess of \$25 million. While the Second Avenue project is located in intake protection zone 3, there are two other zones within the watershed with a likely higher storm water treatment priority. The actual priority will not be known until the watershed study is complete. The City is proposing to complete the watershed study, determine a prioritization and implementation plan, so that the investment in storm water treatment can be maximized.</p> <p>For the Second Avenue project, it is not known if an end-of-pipe treatment facility or a communal facility to treat storm water from a greater area would be the preferred solution. However, the proposed construction of the storm sewer on Second Avenue does not hinder the installation of either storm water treatment alternative in the future.</p>

Issues and Concerns	Proponent Response
<p>The Project will create triple the amount of storm water runoff entering the drainage system in the Ramsey Lake Watershed due to increased surface area of the roadway.</p>	<p>The City completed the Second Avenue project storm water design with a 5 year design storm. The proposed storm water design will have less than a 5% increase in storm water runoff compared to the existing storm water runoff. The existing storm catchment areas and proposed storm catchment areas are included in Appendix F.</p>
<p>Frobisher Creek has been an area of concern for phosphorus and nutrient discharge into Ramsey Lake with proposed expansion further reducing natural filtration by replacing open ditches with underground pipes.</p>	<p>Please refer to the response above regarding the Source Water Protection Plan.</p> <p>The existing cross section of Second Avenue is rural with very shallow ditches. The drainage in this area has caused historic road operational issues, which have been addressed as part of the detailed design.</p>
<p>The proponent has not incorporated any storm water treatment devices into the planning process to address increased pollutant loads discharged into Ramsey Lake.</p>	<p>Please refer to the response above regarding the Source Water Protection Plan.</p>
<p>Increased surface area of roadway will also necessitate increased salt applications for winter de-icing operations which contributes to the already present elevated salt level in Ramsey Lake, qualifying as a drinking water issue by the Source Water Protection Plan.</p>	<p>Please refer to the response above regarding the Source Water Protection Plan.</p> <p>The proposed widening of Second Avenue will result in an additional 7,500 square metres of road requiring winter maintenance. As Second Avenue is a secondary arterial road, it is a salt route during the winter. However, this additional road will not result in a significant increase in salt usage in comparison to the watershed.</p> <p>The City does have a Salt Management Plan, and is working to minimize the amount of salt for winter maintenance.</p>

Issues and Concerns	Proponent Response
<p>Due to the increased traffic loads caused by roadway expansion, this Project will increase atmospheric emissions to a residential area that already possesses a high incidence of respiratory illness.</p>	<p>As stated in the response to Road Expansion Increasing Air Pollution, traffic volumes are not expected to increase dramatically with the widening of Second Avenue, assuming other planned improvements also are implemented. Traffic volumes forecast for the year 2031 Preferred Alternative are expected to remain close to existing 2011 traffic volumes and would not be expected to result in a significant increase in vehicle emissions. Any impact of additional traffic will be mitigated by the widening of the road to reduce traffic congestion, and reduce emissions.</p>
<p>Environmental Studies undertaken by the City were not publically available for review.</p>	<p>The City did not undertake any specific Environmental Studies for this project. The City did respond to all questions at the Public Information Centres and during stakeholder meetings.</p>

## **10.5 Individual Stakeholder Meetings**

The City evaluated comments from the PIC's and Part II Order Requests and held the following meetings with key stakeholders that represented active transportation interests and the local community to discuss the proposed Second Avenue Infrastructure Improvements:

1. **April 16, 2014** - met with stakeholders (Rainbow Routes, Minnow Lake Community Action Network (CAN), Sudbury Cyclist Union, Cycling Grannies, Sustainable Mobility Advisory Panel)
2. **May 15, 2014** - met with Minnow Lake CAN regarding Part II Order
3. **May 26, 2014** - met with, Greater Sudbury Watershed Alliance regarding Minnow Lake CAN Part II Order
4. **June 3, 2014** - met with Minnow Lake CAN regarding Part II Order

## **10.6 Additional Consultation**

The City consulted with the Wahnapiatae First Nations on September 4, 2014 and with the Atikameksheng Anishnawbek First Nation on September 05, 2014. No comments were received.

The City has also consulted with the Nickel District Conservation Authority (NDCA). All related correspondence is provided in Appendix E.

Upon publishing a Second Notice of Completion for Second Avenue, the City will complete the consultation process with required government review agencies, municipal staff, First Nations, and any other organizations or individuals that expressed an interest in the project. The full contact list is as follows:

Greater Sudbury Hydro Plus Inc.  
Greater Sudbury Police Services  
Union Gas  
East Link  
Bell Canada, Engineering Department  
Hydro One  
Hydro One Networks Inc.  
Agilis Networks  
Vianet  
Ministry of the Environment (Thunder Bay)  
Ministry of the Environment (Sudbury District Office)  
Ministry of the Environment, Environmental Approvals Branch (Toronto)  
Ministry of Natural Resources (Sudbury District Office)  
Nickel District Conservation Authority  
Fisheries & Oceans Canada  
Sudbury and District Health Unit  
Wanapitei First Nation  
Atikameksheng Anishnawbek  
Ontario Clean Water Agency



Rainbow District School Board  
Conseil scolaire de district catholique du Nouvel-Ontario  
Conseil scolaire de district du Grand Nord de l'Ontario  
Sudbury Catholic District School Board  
Sudbury Student Services Consortium  
Environment Canada, Ontario Region  
Ministry of Culture  
Rainbow Routes Association

## **11. IMPLEMENTATION SCHEDULE**

Upon completion of this Schedule B Class EA process, the project may proceed to Phase 5, Implementation, subject to the expiration of the 30 day review period and assuming no Part II order is received. The following schedule is planned:

1. Tender in Late April 2015
2. Commence construction in May 2015 and complete by end of October 2015, with the exception of surface asphalt and some restoration which will be completed in the summer of 2016.

## **12. NOTICE OF STUDY COMPLETION AND PROJECT FILE REPORT**

As per the requirement of the Municipal Class EA, this Project File Report is available for public review and comment for a period of 30 days following the publication of the Notice of Completion. The Notice of Completion will be advertised in the *Le Voyageur* and *Sudbury Star* and mailings to review agencies. Copies of this Project File Report are available at the following locations:

City of Greater Sudbury Engineering Services  
3<sup>rd</sup> Floor, Tom Davies Square, 200 Brady Street  
Sudbury, ON P3A 5P3  
Mon-Fri: 8:30 am – 4:30 pm  
Phone: 311  
Website: [www.greatersudbury.ca/roads](http://www.greatersudbury.ca/roads)

If concerns raised during the prescribed Review Period cannot be resolved through discussion with the City of Greater Sudbury, a person or party may request that the Minister of the Environment make an order for the project to comply with Part II of the *Environmental Assessment Act* (referred to as a Part II Order). Written requests must be received by the Minister at the address below within 30 calendar days of this Notice. A copy of the request must also be sent to the City Clerk, to the address below.

The Honourable James J. Bradley  
Minister of the Environment  
Attn: Ms. Agatha Garcia-Wright  
Environmental Assessment and Approvals Branch  
2 St. Clair Avenue West, Floor 12A  
Toronto, ON, M4V 1L5

City Clerk  
City of Greater Sudbury  
200 Brady Street, P.O. Box 5000, Stn 'A'  
Sudbury, ON, P3A 5P3

## **APPENDIX A**

### **Schedule 3 – Natural Heritage – Official Plan**

## **APPENDIX B**

### **Schedule A – Zone Maps By-law 2010-100Z**

## **APPENDIX C**

### Archeological Study

## **APPENDIX D**

### **Comparative Analysis of a Roundabout vs Signalized Intersection**



## **APPENDIX E**

### Public Consultation

## **APPENDIX F**

### Existing and Proposed Storm Catchment Areas

## **APPENDIX G**

### **Proposed Drawings of Preferred Alternative Design**