

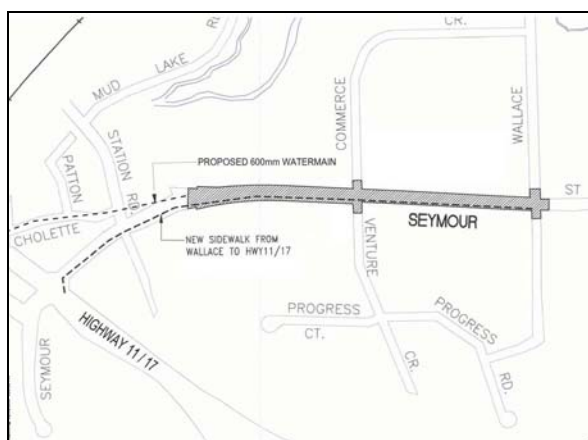
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## PUBLIC INFORMATION CENTRE

### CITY OF NORTH BAY CLASS ENVIRONMENTAL ASSESSMENT SEYMOUR STREET ROAD IMPROVEMENTS NOTICE OF STUDY COMMENCEMENT

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The City of North Bay has initiated a Class Environmental Assessment for improvements to Seymour Street from Station Road to Wallace Road (see map). To accommodate continuous growth and address the need for additional transportation capacity in the area, a number of alternatives will be examined as part of the study including the pavement rehabilitation, increasing the left turn capacity of Seymour Street, and improvements of the Seymour Street / Commerce Crescent / Venture Crescent intersection.



**Location Map**

This notice signals the commencement of the Class Environmental Assessment, a study which will define the problem, identify and evaluate alternative solutions, and determine a preferred design in consultation with regulatory agencies and the public. The study is being carried out in accordance with the planning and design process as outlined in the Municipal Class Environmental Assessment (October 2000, as amended in 2011), which is approved under the Ontario Environmental Assessment Act.

Public consultation is an important component to this study and the first Public Information Centre (PIC) will be held for the general public to learn about the study and to provide comments on the improvements proposed. Representatives from the City and the project consultant will be present at the following PIC to answer questions and to discuss the Class EA process:

**Time:** 4:00 pm to 7:00 pm

**Date:** Monday September 10, 2012

**Location:** City Hall Lobby, 200 McIntyre St. E., North Bay, Ontario, P1B 8H8

Interested persons should provide written comment to the City on the proposal within 14 days of the Public Information Centre. Comment may be directed to either of the parties listed below.

For Further Information Please Contact:

**Ray Marshall, P.Eng.**  
Infrastructure Engineer  
City of North Bay  
Tel 705-474-0626 Ext. 2307

**Les Ranta, P.Eng.**  
Senior Civil Engineer  
J.L. Richards & Associates Limited  
Tel 705-495-7597

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

This Notice Issued August 24, 2012

Ray Marshall, P.Eng.  
City of North Bay



**SEYMOUR STREET CLASS ENVIRONMENTAL ASSESSMENT STUDY  
(EAST OF STATION ROAD TO WALLACE ROAD)  
PUBLIC INFORMATION CENTRE**

**COMMENT SHEET**

September 10<sup>th</sup>, 2012

**Preferred Alternative Solution:**

Please indicate order your preferred alternative solution:

**Alternative 1: Do Nothing**



**Alternative 2: Widen to 3 Lanes**

**Alternative 3: Intersection Improvements**

**Alternative 4: Intersection Improvements**

**- Traffic Signals**

**- Roundabout**

**Other Comments:**

AS A MINIMUM OUR BUSINESS WOULD BENEFIT FROM  
REDUCED TRAFFIC VOLUME BY PERMITTING  
THE CENTER TURN-LANE. AT TIMES WE  
ARE REQUIRED TO STOP TRAFFIC TO ALLOW  
LARGE ITEMS BE MOVED OUT OF OUR  
FACILITY, AND TO PERMIT AT LEAST A  
SINGLE LANE OF TRAFFIC TO CONTINUE  
WHILE WE CLOSE OFF 2 LANES WILL  
MAKE EVERYONE A "LITTLE MORE" HAPPY.

**Name:**

**Address:**

**Email:**

Please place your comment sheet in the Comment Box at the PIC or send your comment sheet to the names listed below by September 28<sup>th</sup>, 2012:

**Ray Marshall, P.Eng.**  
Infrastructure Engineer  
City of North Bay  
Tel: 705-474-0626, Ext. 2307  
Email: [Ray.Marshall@cityofnorthbay.ca](mailto:Ray.Marshall@cityofnorthbay.ca)

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Tel: 705-495-7597  
Email: [LRanta@jlrichards.ca](mailto:LRanta@jlrichards.ca)

**Thank you for participating in this study**

**Note: Freedom of Information and Protection of Privacy**

Comments and information regarding this study are being collected to assist in meeting the requirements of the Environmental Assessment Act. This material will be maintained on file for use during the study and included in the Environmental Study Report. With the exception of personal information, such as names, addresses, and telephone numbers all comments will become part of the public record.





**SEYMOUR STREET CLASS ENVIRONMENTAL ASSESSMENT STUDY  
(EAST OF STATION ROAD TO WALLACE ROAD)  
PUBLIC INFORMATION CENTRE**

**COMMENT SHEET**

September 10<sup>th</sup>, 2012

**Preferred Alternative Solution:**

Please indicate order your preferred alternative solution:

- |                                                                                        |                                                                                         |
|----------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| <input type="checkbox"/> Alternative 1: Do Nothing                                     | <input checked="" type="checkbox"/> Alternative 2: Widen to 3 Lanes<br><i>Option #2</i> |
| <input type="checkbox"/> Alternative 3: Intersection Improvements<br>- Traffic Signals | <input type="checkbox"/> Alternative 4: Intersection Improvements<br>- Roundabout       |

**Other Comments:**

- 1767 Seymour Parkway wraps out  
Name Municipal curb across intersection

- Road

**Name:**

**Address:**

**Email:**

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**SEYMOUR STREET CLASS ENVIRONMENTAL ASSESSMENT STUDY  
(EAST OF STATION ROAD TO WALLACE ROAD)  
PUBLIC INFORMATION CENTRE**

**COMMENT SHEET**

September 10<sup>th</sup>, 2012

**Preferred Alternative Solution:**

Please indicate order your preferred alternative solution:

**Alternative 1: Do Nothing**

\_\_\_\_\_

**Alternative 3: Intersection Improvements**

- Traffic Signals

*(Handwritten scribbles over Alternative 3)*

**Alternative 2: Widen to 3 Lanes**

+ Optimize Signal

*(Handwritten circle around Alternative 2)*

**Alternative 4: Intersection Improvements**

- Roundabout

\_\_\_\_\_

**Other Comments:**

- CONFORM 53' TRAILER TURNING PAD FOR FROM SEYMOUR TO VANDER (CUTTING CORNER ALTERNATIVE)
- PROTECT 1781 SEYMOUR TURNING PAD FROM TRAILER TURNING PAD FROM WEST
- ROCK CUT IMPROVE ON SECTOR (BLIND CORNER) FROM 1767 SEYMOUR ST.

**Name:**

**Address:**

**Email:**

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SEYMOUR STREET CLASS ENVIRONMENTAL ASSESSMENT STUDY  
(EAST OF STATION ROAD TO WALLACE ROAD)  
PUBLIC INFORMATION CENTRE

COMMENT SHEET

September 10<sup>th</sup>, 2012

**Preferred Alternative Solution:**

Please indicate order your preferred alternative solution:

Alternative 1: Do Nothing

Alternative 2: Widen to 3 Lanes

Alternative 3: Intersection Improvements  
- Traffic Signals

Alternative 4: Intersection Improvements  
- Roundabout

**Other Comments:**

SIGNALS FOR TRAFFIC WOULD BENEFIT THE LIGHTS  
BUS LINES.  
STOCK TRANSPORTATION HAS 100+ ROUTES WITH BUSES  
LEAVING YARD AND 50% USE THE SEYMOUR AND  
COMMERCE INTERSECTION. LIGHTS WOULD BE A PLUS  
NOW IN ADVANCE OF ROAD PAVING.  
ALSO A SIDEWALK FOR COLLEGE STUDENTS WALKING  
ON COMMERCE TO SEYMOUR.

Name:

Address:

Email:

Please place your comment sheet in the Comment Box at the PIC or send your comment sheet to the names listed below by September 28<sup>th</sup>, 2012:

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**SEYMOUR STREET CLASS ENVIRONMENTAL ASSESSMENT STUDY  
(EAST OF STATION ROAD TO WALLACE ROAD)  
PUBLIC INFORMATION CENTRE**

**COMMENT SHEET**

September 10<sup>th</sup>, 2012

**Preferred Alternative Solution:**

Please indicate order your preferred alternative solution:

- |                          |                                                                       |                                     |                                                                  |
|--------------------------|-----------------------------------------------------------------------|-------------------------------------|------------------------------------------------------------------|
| <input type="checkbox"/> | <b>Alternative 1: Do Nothing</b>                                      | <input checked="" type="checkbox"/> | <b>Alternative 2: Widen to 3 Lanes</b>                           |
| <input type="checkbox"/> | <b>Alternative 3: Intersection Improvements<br/>– Traffic Signals</b> | <input type="checkbox"/>            | <b>Alternative 4: Intersection Improvements<br/>– Roundabout</b> |

**Other Comments:**

- 1) Definitely Widen to 3 Lanes
- 2) Cover Ditches
- 3) Fix or even out grade of ROAD near Seymour WALLACE intersection including increasing height of business entrances in that area
- 4) Should also look at doing the same thing on WALLACE ST up to PALANGIO including bringing in Services in that area. Between Commerce Court & Seymour ST.

**Name:**

**Address:**

**Email:**

Please place your comment sheet in the Comment Box at the PIC or send your comment sheet to the names listed below by September 28<sup>th</sup>, 2012:

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Infrastructure Engineer  
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**Welcome to the  
Public Information Centre**

**for the**

**Seymour Street  
Class Environmental  
Assessment Study**

**(East of Station Road to Wallace Road)**

September 10<sup>th</sup>, 2012  
City Hall, City of North Bay

Please sign in

# Introduction

- The City of North Bay is undertaking a Class Environmental Assessment (EA).
- The purpose of the EA study is to examine improvements to Seymour Street from east of Station Road to Wallace Road to address poor pavement conditions, capacity deficiencies and access issues for adjacent businesses.





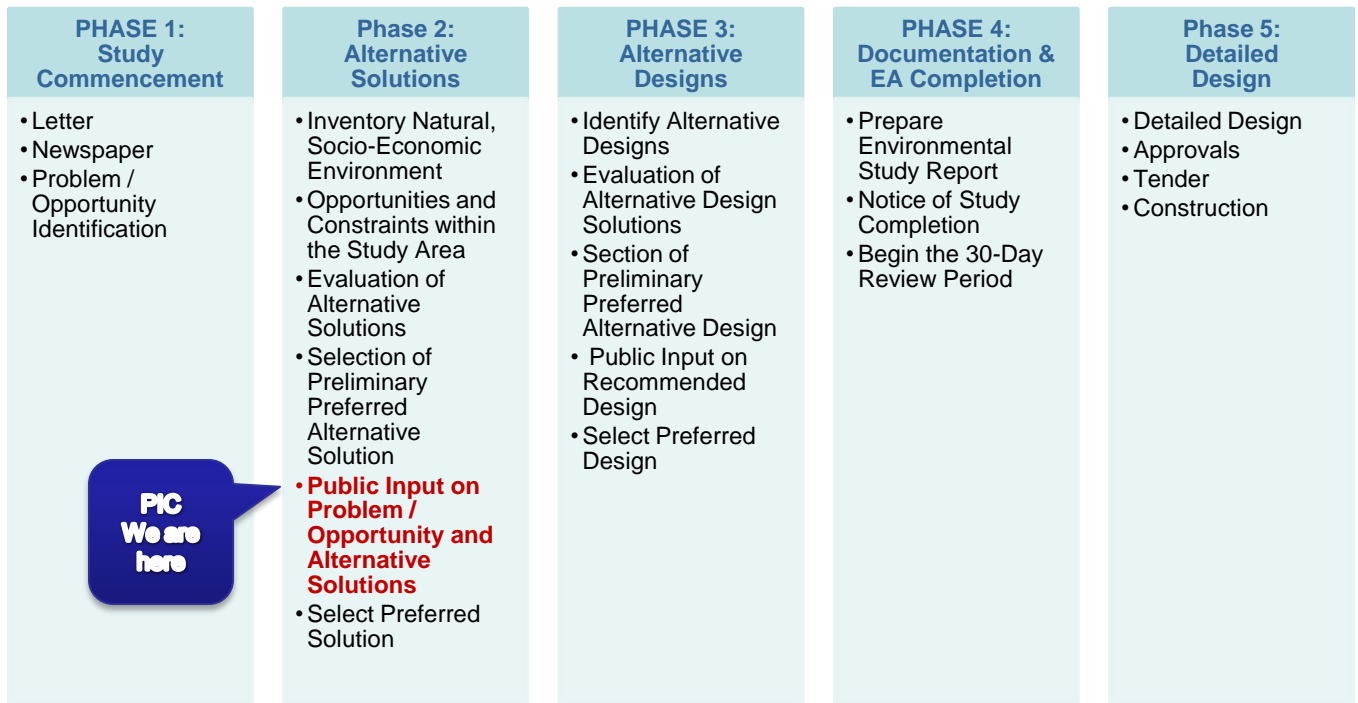
# Purpose of PIC

- Introduce the public to the study being undertaken.
- Provide background information.
- Present a needs and justification improvements to Seymour Street.
- Identify and evaluate alternative solutions for Seymour Street.
- Present a preliminary preferred alternative solution.
- Obtain public feedback.
- Outline future scheduled EA study activities.

# Background

- Seymour Street is a four-lane collector road from Highway 11/17 to east of Station Road where it is reduced to a two-lane road.
- The following roads intersecting with Seymour Street have stop control:
  - Station Road
  - Commerce Crescent
  - Venture Crescent
  - Wallace Road (2 approaches)
- There are currently no sidewalks along Seymour Street.
- The posted speed along this section of Seymour Street is 50 km/h.
- There are predominantly employment-type (commercial and industrial) land uses adjacent to Seymour Street.
- There are a significant number of commercial / industrials driveways on Seymour Street east of Station Road.
- The watermain is in need of replacement.

# Class Environmental Assessment Process



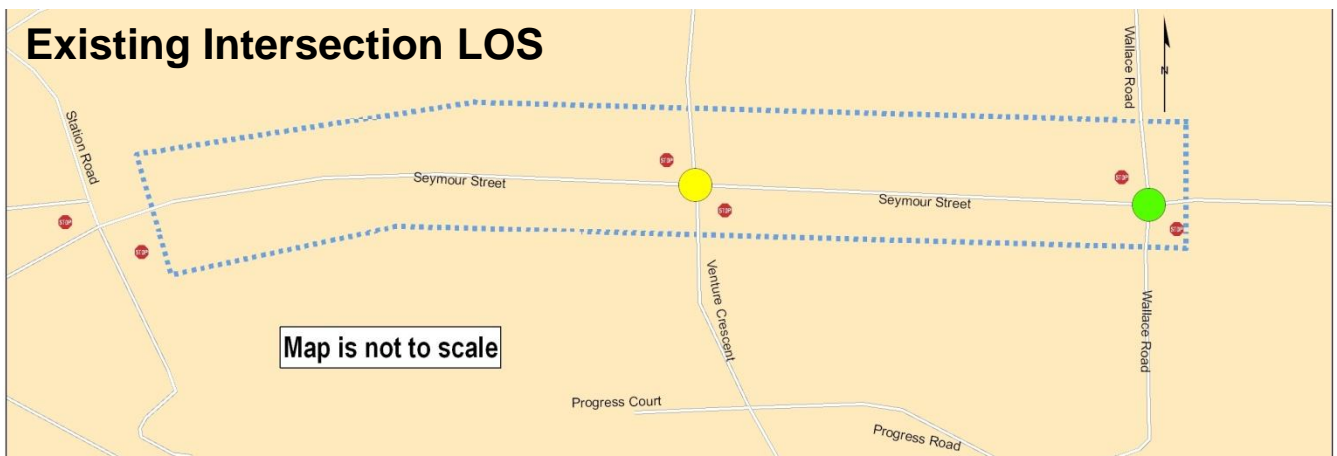
- The Municipal Class Environmental Assessment (EA) is an approved planning process that must be followed to meet the requirements of the EA Act.
- The process allows for the evaluation of the environmental effects of the proposed alternatives to a project and alternative methods of carrying out a project; it also includes mandatory requirements for public input.

# Traffic Assessment: Existing Conditions





- This two-lane section of Seymour Street currently experiences some congestion and potential safety issues due to left turning vehicles at the frequent private accesses.
- The unsignalized intersection of Seymour Street at Commerce Crescent / Venture Crescent operates with an overall level of service 'D' during both the weekday AM and PM peak hours under existing traffic conditions and is projected to worsen in the future.
- The northbound left-through-right movement is experiencing higher delay than acceptable.

# Traffic Assessment: Existing Conditions

- This two-lane section of Seymour Street currently experiences some traffic congestion and safety concerns due to vehicles turning left into the many commercial and industrial entrances.
- The unsignalized intersection of Seymour Street at Commerce Crescent / Venture Crescent operates with an overall level of service (LOS) 'D' during both the weekday AM and PM peak hours under existing traffic conditions. This is shown in the figure below.
- The northbound left-through-right movement on Venture Crescent at Seymour Street is experiencing higher delay than acceptable.



## Legend

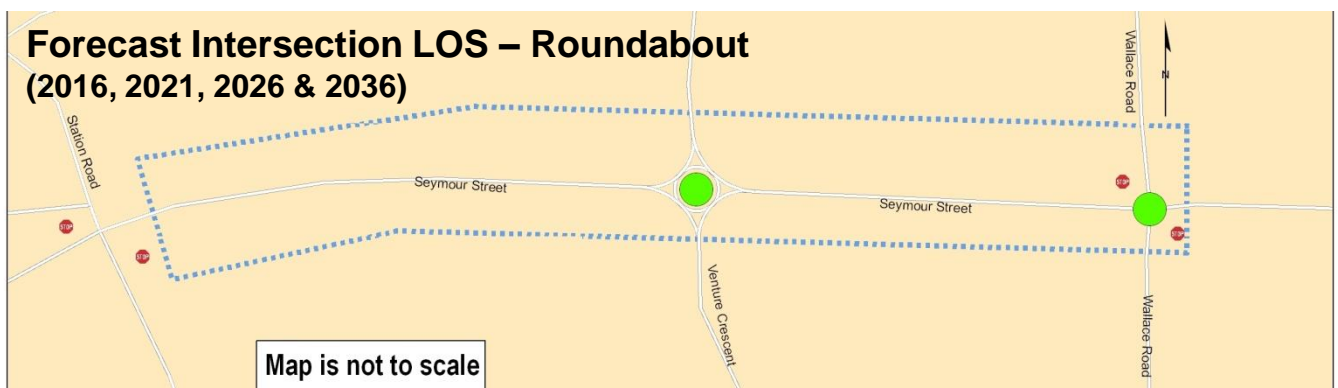
-  Study Area
-  Stop Control Intersection
-  Signal Controlled Intersection
-  Roundabout

LOS	Signalized Intersection	Stop Control Intersection
A	≤10 sec	≤10 sec
B	10-20 sec	10-15 sec
C	20-35 sec	15-25 sec
D	35-55 sec	25-35 sec
E	55-80 sec	35-50 sec
F	≥80 sec	≥50 sec








# Traffic Assessment: Future Conditions

- Future traffic volumes were forecast (based on a growth rate of 1% per annum) to five (2016), ten (2021), fifteen (2026), and twenty (2031) year horizons.
- Seymour Street corridor (including the signal controlled intersection at Commerce Crescent / Venture Crescent) will operate with acceptable levels of service under all future traffic conditions.



## Legend

	Study Area	
	Stop Control Intersection	
	Signal Controlled Intersection	
	Roundabout	

LOS	Signalized Intersection	Stop Control Intersection
A	≤10 sec	≤10 sec
B	10-20 sec	10-15 sec
C	20-35 sec	15-25 sec
D	35-55 sec	25-35 sec
E	55-80 sec	35-50 sec
F	≥80 sec	≥50 sec

# Problem / Opportunity Statement

- **Problem:**

- There is insufficient intersection capacity and poor intersection level of service within the study limits for the existing conditions.
- The large number of commercial/industrial entrances on Seymour Street results in potential safety concerns due to left turning vehicles.

- **Opportunity:**

- This is an opportunity to implement a traffic improvement strategy that will provide safer and more efficient movement of people and goods along the Seymour Street corridor within the study horizon.









# Alternative Planning Solutions

- To address the Problem / Opportunity, the following alternative solutions were identified:
  - **Alternative 1 - Do Nothing:**  
Rehabilitation of existing road in its current configuration
  - **Alternative 2 - Widen to 3 Lanes:**  
Reconstruct and widen road to three lanes (one lane in each direction and a two-way left turn centre lane) including traffic control signal at Commerce-Venture / Seymour
  - **Alternative 3 - Intersection Improvements – Traffic Signals:**  
Reconstruction of road in its current configuration with traffic control signal at Commerce-Venture / Seymour
  - **Alternative 4 - Intersection Improvements**
    - **Roundabout at Seymour and Commerce/Venture :**  
Reconstruction of road in its current configuration with installation of a roundabout at the Seymour and Commerce-Venture intersection.
- Policy options such as improving transit and encouraging car / van policy, while helpful, do not address the problem statement and was therefore screened out

# Evaluation Criteria

FACTOR	CRITERIA
Transportation	<ul style="list-style-type: none"> <li>• Corridor Capacity</li> <li>• Traffic Safety</li> <li>• Cycling and Pedestrian</li> </ul>
Socio-Economic Environment	<ul style="list-style-type: none"> <li>• Access Impacts</li> <li>• Property Impacts</li> <li>• Archaeological /Cultural Heritage Impacts</li> <li>• Noise Impacts</li> <li>• Air Quality</li> <li>• Archaeological</li> </ul>
Natural Environment	<ul style="list-style-type: none"> <li>• Stormwater Management</li> <li>• Floodplain Impacts</li> </ul>
Cost	<ul style="list-style-type: none"> <li>• Capital Costs</li> <li>• Operating Costs</li> </ul>

# Evaluation of Alternative Planning Solutions (1 of 2)













Alternative Planning Solutions	Alternative 1 Do Nothing	Alternative 2 Widen to 3 Lanes	Alternative 3 Intersection Improvements – Traffic Signals	Alternative 4 Intersection Improvements – Roundabout
<b>Criteria</b>				
<b>TRANSPORTATION</b>				
Corridor Capacity	Does not address forecast capacity needs.	Slight improvement compared to Alternative 1. Adequate capacity based on forecast traffic volumes.	Slight improvement compared to Alternative 1. Adequate capacity based on forecast traffic volumes.	Slight improvement compared to Alternative 1. Adequate capacity based on forecast traffic volumes.
Traffic Safety	No significant differences.	No significant differences. Reduces the potential of rear end collisions with left turning vehicles	No significant differences.	Improved safety by reducing number of conflict points by putting in a roundabout
Cycling and Pedestrian	No cycling or pedestrian are facilities provided.	Pedestrian facilities are provided on the north side of Seymour Street from Station Road to Commerce Crescent.	No cycling or pedestrian are facilities provided	Pedestrian facilities are provided on the north side of Seymour Street from Station Road to Commerce Crescent.
TRANSPORTATION EVALUATION				
<b>SOCIO-ECONOMIC ENVIRONMENT</b>				
Access Impacts	No change to driveway entrance grades. Access to and from properties may become more difficult because of increased traffic.	Driveway entrances may require re-grading; this can be done with minimal impacts. Access to private properties may improve due to centre left turn lane.	No change to driveway entrance grades. Access to and from properties may become more difficult because of increased traffic.	No change to driveway entrance grades. Access to and from properties may become more difficult because of increased traffic.
Property Impacts	No impacts to private property.	Some property may be required at intersections to accommodate the designated turn lane and pedestrian facilities.	Some property may be required at intersections to accommodate the designated turn lanes from intersection improvements.	Property is required at intersections to accommodate the roundabout.
Archaeological /Cultural Heritage Impacts	Not applicable because there are no identified Built Heritage features, Archaeological, or Cultural Heritage features within the study area.	Not applicable because there are no identified Built Heritage features, Archaeological, or Cultural Heritage features within the study area.	Not applicable because there are no identified Built Heritage features, Archaeological, or Cultural Heritage features within the study area.	Not applicable because there are no identified Built Heritage features, Archaeological, or Cultural Heritage features within the study area.
Noise Impacts	Insignificant increase in noise due to additional traffic volumes.	Insignificant increase in noise due to additional traffic volumes.	Insignificant increase in noise due to additional traffic volumes.	Insignificant increase in noise due to additional traffic volumes.
SOCIO-ECONOMIC EVALUATION				

**LEGEND:**





# Evaluation of Alternative Planning Solutions (2 of 2)

Alternative Planning Concepts	Alternative 1 Do Nothing	Alternative 2 Widen to 3 Lanes	Alternative 3 Intersection Improvements – Traffic Signals	Alternative 4 Intersection Improvements – Roundabout
<b>Criteria</b>				
<b>NATURAL ENVIRONMENT</b>				
Aquatic Impacts	Not applicable because there are no identified aquatic habitat or fisheries within the study area.	Not applicable because there are no identified aquatic habitat or fisheries within the study area.	Not applicable because there are no identified aquatic habitat or fisheries within the study area.	Not applicable because there are no identified aquatic habitat or fisheries within the study area.
Terrestrial Habitat	Not applicable because there are no identified terrestrial habitat within the study area.	Not applicable because there are no identified terrestrial habitat within the study area.	Not applicable because there are no identified terrestrial habitat within the study area.	Not applicable because there are no identified terrestrial habitat within the study area.
Stormwater Management Impact	No increase in surface runoff.	Increase in surface runoff due to widening; however, these impacts can be mitigated through stormwater management measures.	Slight increase in surface runoff due to addition of auxiliary lanes; however, these impacts can be mitigated through stormwater management measures.	Increase in surface runoff due to roundabout; however, these impacts can be mitigated through stormwater management measures.
NATURAL ENVIRONMENT EVALUATION				
<b>PROJECT COSTS</b>				
Initial Capital Costs	\$	\$\$\$	\$\$	\$\$\$\$
COST EVALUATION				
<b>OVERALL</b>				
OVERALL PROJECT EVALUATION				

**LEGEND:**



# Preliminary Preferred Alternative Planning Solution

- The Project Team has identified Alternative 2 as the preliminary preferred alternative planning solution in combination with one of the Seymour Street and Commerce / Venture intersection improvements.
- This was the preliminary preferred alternative for the following reasons:
  - Alternative 2 involves widening Seymour Street to 3 lanes to include a centre two-way left turn lane to address the current access issues for adjacent businesses.
  - Alternative 2 is the only solution that adequately addresses the transportation needs in the short-to-long term for a reasonable cost with acceptable environmental and socio-economic impacts that can be mitigated during construction.
  - Providing intersection improvements without the addition of a third lane provides only a marginal benefit from a transportation standpoint and does not address traffic access needs without widening Seymour Street.

# Next Steps

- **Design:**
  - Receive public comments.
  - Review and consider public and agency input.
  - Finalize the preferred solution incorporating reasonable and applicable comments received.
  - Refine and evaluate designs for the preferred alternative solution and identify any mitigation required.
  - Consult with public and agencies affected by the proposed design and revise the alternative design based on public and agency input.
  - If concerns remain, an optional second PIC meeting could be held.
- **Documentation:**
  - Prepare the Environmental Study Report (ESR). When the ESR is complete, the public and review agencies will be notified of the Study Completion. The ESR will be placed on the public record for a minimum 30-day public review period. Your comments are important, and will be reviewed as part of the Study.
- Please indicate your interest to remain involved with the study by submitting your completed Comment Form or by contacting either of the Project Team members by September 28<sup>th</sup>, 2012:

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**Infrastructure Engineer**  
**City of North Bay**  
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