

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. 23 15-97-0038, 25 15-97-0041
Your File/V/Réf.

DATE 2 June 1997

TO/DEST. Co-ordinator
Corporate Services and Economic Development Committee

FROM/EXP. Planning and Development Approvals Commissioner

SUBJECT/OBJET **CUMBERLAND TRANSITWAY AND BLACKBURN HAMLET
BYPASS EXTENSION (NAVAN TO TRIM ROADS)
ENVIRONMENTAL ASSESSMENT
CONSULTANT APPOINTMENT**

DEPARTMENTAL RECOMMENDATION

That the Corporate Services and Economic Development Committee approve the appointment of Delcan Corporation, Ottawa, to undertake an environmental assessment for the Cumberland Transitway and Blackburn Hamlet Bypass Extension (Navan Road to Trim Road) for a total contract provision of \$570,000.

BACKGROUND

In July 1995, Delcan Corporation was appointed to prepare the Environmental Assessment Proposal (EAP) for the Cumberland Transitway between the Rideau River and Trim Road, and the Blackburn Hamlet Bypass Extension between Navan Road and Trim Road. The EAP is a document which outlines the work programme for a subsequent environmental assessment (EA) study.

The EAP was developed with considerable public consultation as it sought to identify the transportation need, existing conditions and issues, and to conduct a preliminary screening of alternative corridors. The corridors recommended to be carried forward for further evaluation are shown in Exhibit 1. In consideration of the differences in the timing of development, the EAP further divided the study area into two sections: the western section (between the Rideau River and Navan Road) and the eastern section (between Navan Road and Trim Road, and thus including the East Urban Expansion Area). It is the eastern section that is deemed to be more critical due to increasing development pressures.

Consequently, there is an urgent need to accurately define the transportation alignments in this area in order to protect the required land from the encroaching growth.

The conclusions of the EAP were approved by Transportation Committee on 16 April 1997 and by Regional Council on 23 April 97. Committee and Council also approved the recommendation to undertake an EA Study for the eastern section. Presently, no time frame has been established for further study of the western section.

The EA Study will be a continuation of the work that was done during the EAP process. Phases 1 and 2 of the environmental assessment were completed at that time, and the conclusions pertaining to need and alternative corridors were also confirmed by the Transportation Master Plan Study. The EA Study will complete Phases 3 and 4 (developing alternatives for the preferred solution, and documentation) with Phase 5 (design and implementation) to be done many years hence.

DISCUSSION

Exhibit 2 shows the corridors in the eastern section that will be investigated in the EA Study.

The Navan Road Corridor presents the most challenging section of the study. It is an area where both Transitway and Bypass Extension are inextricably intertwined. Their alignments, and relationship to each other, will be affected by the presence of the ravine, escarpment, and the yet-to-be-determined alignment of the extension of Orleans Boulevard. The affects on the communities of Chapel Hill South and Southridge, as well as homes along Page Road, will have to be thoroughly assessed. The other issue in this area concerns a portion of land in Chapel Hill South that has been withheld from development for a number of years while awaiting a decision on the transitway and roadway alignment. Minto Developments Inc. is on the verge of marketing this parcel, and it is now necessary for the Region to define its property requirements in order to resolve the land issue with the developer.

From Mer Bleue easterly, the Transitway and Bypass Extension are proposed to be in separate corridors. Their alignments have virtually been defined through Plans of Subdivision. The remaining EA work is to confirm and refine these alignments, assess the environmental impacts, propose mitigation measures wherever possible, and document the EA procedure undertaken.

The outcome of the EA Study is the identification of the Transitway and Bypass Extension alignments. This permits the Region to legally protect for the required land and allow for orderly and integrated development to take place around these facilities. Although it is still a number of years away, detailed design and construction of the Transitway and Bypass Extension will only commence when the level of demand, and capital programming priorities justify.

It is anticipated that the entire environmental assessment can be completed within twelve months.

CONSULTATION

A thorough public consultation programme was established at the EAP stage, and will continue to be implemented in this next phase of the environmental assessment. The same interested public, utility companies, and government agencies will be contacted and consulted throughout the entire the study. Two formal open houses are planned, along with several informal “kitchen table” meetings.

FINANCIAL STATEMENT

Funds have been provided in the 1997 Capital Budget, Account 942-33424, Cumberland Transitway Study (reference page 173) and Account 912-33420, Environmental Assessment Studies (reference page 145).

	942-33424	912-33420
	\$	\$
Approved Budget to Date	2,625,000	1,610,000
Total Paid and Committed	<u>(831,392)</u>	<u>(855,430)</u>
Balance Available	1,793,608	754,570
THIS REQUEST	<u>(285,000)</u>	<u>(285,000)</u>
Balance Remaining	<u>1,508,608</u>	<u>469,570</u>

Although MTO had financially supported the development of the EAP, and in principle recognize the need to carry on with the EA Study, to date there has been no confirmed subsidy approval for further work. Staff will continue to follow up on the request, however this project cannot be delayed further while awaiting funding decisions. There are sufficient funds in the capital accounts to cover the EA Study, should the subsidy not be forthcoming.

CONCLUSION

Due to development pressures and the need for corridor protection, it is necessary to undertake an EA Study for the Cumberland Transitway and Blackburn Hamlet Bypass Extension, between Navan Road and Trim Road. Community groups and developers in the area are anxious for this study to take place. Delcan Corporation is being recommended as the consulting firm to undertake the EA Study due to their past involvement in the development of the EAP and their knowledge of the project requirements and area issues.

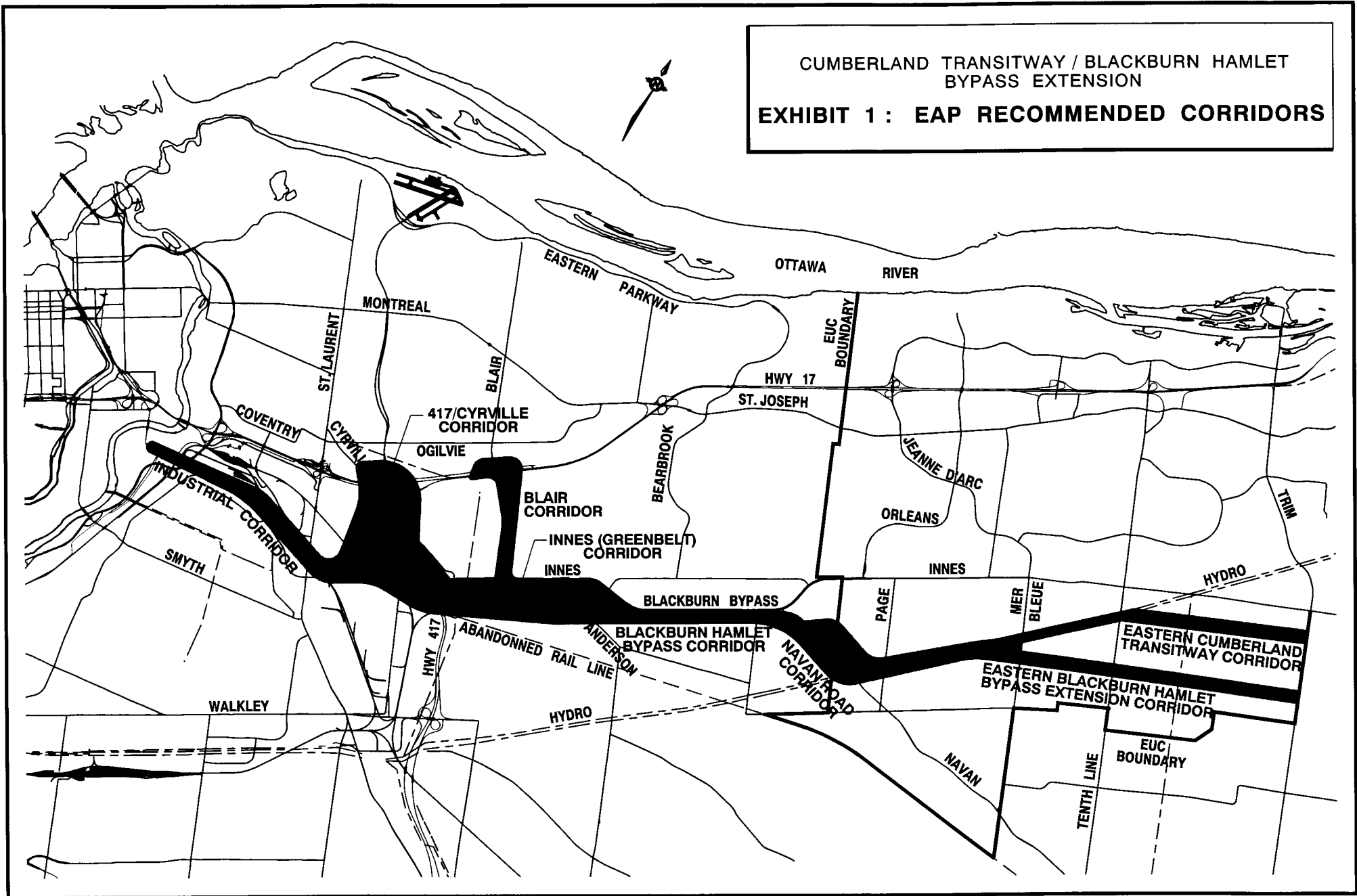
Approved by
Nick Tunnacliffe, MCIP, RPP

FINANCE DEPARTMENT COMMENT

Funds are available as indicated.

*Approved by T. Fedec
on behalf of the Finance Commissioner*

CUMBERLAND TRANSITWAY / BLACKBURN HAMLET
BYPASS EXTENSION
EXHIBIT 1 : EAP RECOMMENDED CORRIDORS



CUMBERLAND TRANSITWAY / BLACKBURN HAMLET BYPASS EXTENSION
EXHIBIT 2: CORRIDORS FOR EVALUATION IN EA STUDY
(Eastern Section)

