

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

REPORT

3. Drainage Study including a review of existing studies, analysis of proposed construction on overland drainage and an assessment of the impact of the realignment options on the wetlands levels (controlled by storm water control structure), etc.
4. Natural Environment Assessment including field reconnaissance, research, right-of-way limit surveys, correspondence, meetings with Ministry of Natural Resources and Department of Fisheries and Oceans regarding fish habitat, site meetings, etc.
5. Public Open House including preparation of displays in both official languages, copies of reports, attendance by staff, etc.
6. Environmental Assessment Report Preparation conforming to both the Provincial Class Environmental Assessment and the Canadian Environmental Assessment requirements, including circulation of information to agencies and the public, responding to circulation inquiries, meetings with interested parties and the key stakeholders (City of Nepean and National Capital Commission (NCC)), etc.

The last three activities have required more time to address than the assumptions made in the original work plan submitted in late 1997.

In addition, traffic management on Moodie Drive, north of West Hunt Club Road has become a major issue in this improvement, and has necessitated two additional meetings, and co-ordination with the City of Nepean.

We can now define requirements more accurately to complete the preliminary design and Environmental Assessment Report.

The tasks to complete are outlined below:

1. Moodie Drive Traffic

Additional Meetings with City of Nepean Staff regarding the control of traffic on Moodie Drive. This will also include an assessment of Nepean's proposals to control traffic with regard to any potential design and environmental impacts.

2. Restoration Plans

This intersection is located in areas such as 'rock barren', and 'wetlands' with a high Regional and Provincial level of significance. Due to the unique nature of this area, this extensive work must include Rock Barren Restoration Plan and Wetland Restoration Plan including construction mitigation measures and reinstatement plans for the areas adjacent to the rock barrens and wetlands. The NCC requires that the following issues must be addressed:

- The method of collection and appropriate storage of salvaged rock flats material;
- The method to be used to prepare the abandoned road bed for the new material, e.g. should the rock surface be scarified prior to the deposition of the material;
- Restoration of the original soil profiles when reinstating the road bed;
- Protection of the adjacent lands from contractors working on the construction, as well as from use as material and vehicle storage areas - this is important as otherwise even more rock flat area could be destroyed;
- Protection of the newly reinstated road bed;
- Protection of the area following construction, i.e. need for barriers or fences adjacent to the new road;
- A drainage plan should be provided showing how future road drainage will be managed in order to protect the adjacent environment (in particular the rock flats).

In addition, the NCC has requested the restoration of the rest of the road corridor be more thoroughly addressed. There are four or five ecozones in the area to be abandoned, each requiring a different restoration method.

The final approval of this project by the NCC will also be contingent upon the submission of a detailed landscape reinstatement plan for the total area of the abandoned road right-of-way.

In addition, environmental studies for issues such as the impact of the proposed work on vehicle speed and deer movement, evaluation of the design life (with regard to traffic capacity) of the proposed work, impact of street lights on wildlife, noise assessment, etc. also have to be carried out since this area is a very important habitat in the Greenbelt.

3. Technical Support

Design consultation to prepare specifications and design standards from the environmental mitigation and monitoring measures for inclusion into the design and contract documents.

The consultant's help will be required to address construction specification requirements in specialized disciplines such as natural environmental conditions, and possibly structural design for drainage works.

The fee to complete these three additional work items is \$35,000.

CONSULTATION

Public consultation is being carried out in accordance with Provincial and Federal Environmental Assessment requirements.

EXPENDITURE JUSTIFICATION

The realignment of West Hunt Club Road at Moodie Drive is required for safe and efficient traffic operations at these two congested TEE intersections.

The public input received at the three open houses held on 16 July 1998, 10 September 1998 and 21 October 1998 was generally favourable to the improved traffic management of this intersection.

FINANCIAL STATEMENT

| | \$ |
|--------------------------|------------------|
| Approved Budget to Date | 1,130,000 |
| Total Paid and Committed | <u>(252,923)</u> |
| Balance Available | 877,077 |
| THIS REQUEST | <u>(35,000)</u> |
| Balance Remaining | <u>842,077</u> |

Funds have been provided in the 1998 Capital Budget, Account No. 912-30748, West Hunt Club Road Realignment, (Reference page 153). Encumbrance No. C9444A.

*Approved by
Nancy B. Schepers, P.Eng.*

KVH/cpv

FINANCE DEPARTMENT COMMENT

Funds are available as indicated.

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