

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

REPORT  
RAPPORT

Our File/N/Réf. 48-95-0007  
Your File/V/Réf.

DATE 26 June 1998

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 - ENVIRONMENTAL ASSESSMENTS  
STUDY SCOPE CHANGE**

### **DEPARTMENTAL RECOMMENDATION**

**That the Corporate Services and Economic Development Committee approve the change in scope for the above mentioned environmental assessments, assigned to Delcan Corporation, in the amount of \$90,000 (including GST), bringing the revised total study budget to \$660,000.**

### **BACKGROUND**

Regional Council approved the undertaking of the environmental assessments (EA's) for the Cumberland Transitway and Blackburn Hamlet Bypass Extension in June 1997. This combined study of the two transportation facilities is a continuation of the work undertaken at the Environmental Assessment Proposal (EAP) stage. The EAP was approved by Council in April 1997.

The principal reason for having to proceed with these studies at this time is the need to determine corridor property requirements for protection purposes and specifically to deal with the possible impact on the Minto development at Chapel Hill South near Navan Road.

An Individual EA is being prepared for the Cumberland Transitway, in accordance with the Ontario Environmental Assessment Act. The Blackburn Hamlet Bypass Extension is being completed, in accordance with the Municipal Engineers Association Class Environmental Assessment for Municipal Road Projects as a Schedule C project.

The Cumberland Transitway and Blackburn Hamlet Bypass Extension are identified facilities in the Transportation Master Plan and the Regional Official Plan, 1997.

## DISCUSSION

As a result of changing situations due to revised EA legislation, new land use development schemes, and the influence of other transportation facility planning work in the area, the scope of work for the Cumberland Transitway and Blackburn Hamlet Bypass Extension EA requires expanding and is unavoidable.

The items of change in study scope are as follows.

### 1. Terms of Reference

Since initiating the EA's, provincial legislation was modified in 1997, requiring the preparation of a Terms of Reference (ToR) for any Individual Environmental Assessment. Generally speaking, the ToR represents the study programme/framework, or tasks, to be undertaken in the EA. It is a document that is developed with public consultation and is placed on the Environmental Bill of Rights Registry, prior to being approved by the Ministry of Environment (MOE).

In essence, the content of the ToR has already been addressed in the Council approved EAP. Unfortunately, there is no equivalency clause in the new legislation that would allow the EAP to be submitted in place of the ToR. The Blackburn Hamlet Bypass Extension component is exempt from the ToR process, as it is considered a Class EA project. The ToR deals solely with the Transitway component.

The change of scope to the consultant's assignment to prepare the ToR includes: reformatting the EAP to incorporate the legislative requirements; preparing newspaper advertisement requesting input into the ToR; conducting meetings; circulating a draft document for review by government agencies and the general public; submitting a final draft of the ToR and Summary to be placed on the Environmental Bill of Rights Registry; and ongoing communication with the Ministry to ensure approval of the ToR.

### 2. Expansion of Study Limits to Frank Kenny Road

The easterly limits of both Transitway and Bypass Extension had been envisioned to be at the urban boundary (i.e. at Trim Road). However, when these EA's were initiated, a separate environmental assessment study for Trim Road was also taking place and evolving in the process. That study subsequently recommended that Trim Road be realigned one concession road easterly aligning with Frank Kenny Road, south of Innes Road (Regional Council approved this recommendation on 10 June 1998).

This shifting of Trim Road implies that the easterly limit of the Bypass Extension would also have to be extended, in order to tie into the new Trim Road alignment at Frank Kenny Road. The limit for the Transitway however still remains within the urban boundary, that being defined by the existing Trim Road.

By extending the Bypass Extension limits, additional work is incurred. This includes: the extension of base mapping and corridor information including augmenting the research on existing conditions and environmental planning for the extended portion; development of a roadway profile and cross-sections through this extension; development of an additional intersection design at Frank Kenny Road; identification of mitigation and monitoring requirements as appropriate; and corresponding documentation.

### 3. Influence of Potential Semiconductor Fabrication Plant

The desire to attract a semiconductor fabrication plant in the eastern portion of Ottawa-Carleton, and with it the need to identify a parcel of land capable of housing such a large development indicates that new corridors for the Bypass Extension, other than the alignment shown in the EAP, need to be investigated. The consultant's work program has been adjusted to include the development of these additional corridors; the development of an EA approach to address multiple road alignment recommendations in case the fabrication plant scenario is not realized; and corresponding documentation. This work is co-ordinated with the Township of Cumberland and City of Gloucester.

### FINANCIAL STATEMENT

	94-33424	91-33420
	\$	\$
Approved Budget to Date	2,625,000	1,694,000
Total Paid and Committed	<u>(1,271,435)</u>	<u>(1,615,970)</u>
Balance Available	1,353,565	78,030
THIS REQUEST	<u>(25,000)</u>	<u>(65,000)</u>
Balance Remaining	<u>1,328,565</u>	<u>13,030</u>

Funds are available in the 1998 Capital Budget Accounts: 942-33424 Cumberland Transitway Study (\$25,000) and 912-33420 Regional Road Environmental Assessment Studies (\$65,000).

*Approved by*  
*Nick Tunnacliffe, MCIP, RPP*

VC/md

FINANCE DEPARTMENT COMMENT

Funds are available as indicated.

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