

Report to/Rapport au :

**Transportation Committee
Comité des transports**

**November 26, 2012
26 novembre 2012**

**Submitted by/Soumis par : Nancy Schepers, Deputy City Manager/Directrice
municipale adjointe, Planning and Infrastructure/Urbanisme et Infrastructure**

*Contact Person / Personne ressource: Bob Streicher, Acting Manager/Gestionnaire par
intérim, Transportation Planning/Planification des transports, Planning and Growth
Management/Urbanisme et Gestion de la croissance
(613) 580-2424 x 22723, Bob.Streicher@ottawa.ca*

College (8), Rideau-Goulbourn (21),
Kanata South (23)

Ref N°: ACS2012-PAI-PGM-0255

**SUBJECT: KANATA SOUTH (TERRY FOX TO WEST HUNT CLUB ROAD)
ENVIRONMENTAL ASSESSMENT – AMENDMENT TO STUDY
SCOPE**

**OBJET : ÉTUDE D'ÉVALUATION ENVIRONNEMENTALE DE KANATA-SUD
(DE LA PROMENADE TERRY-FOX AU CHEMIN HUNT CLUB OUEST)
– MODIFICATION À LA PORTÉE DE L'ÉTUDE**

REPORT RECOMMENDATION

That the Transportation Committee approve the amended Study Scope of Work for the former Hope Side Road Extension (Richmond Road to West Hunt Club Road) Environmental Assessment Study now named the Kanata South Environmental Assessment Study.

RECOMMANDATION DU RAPPORT

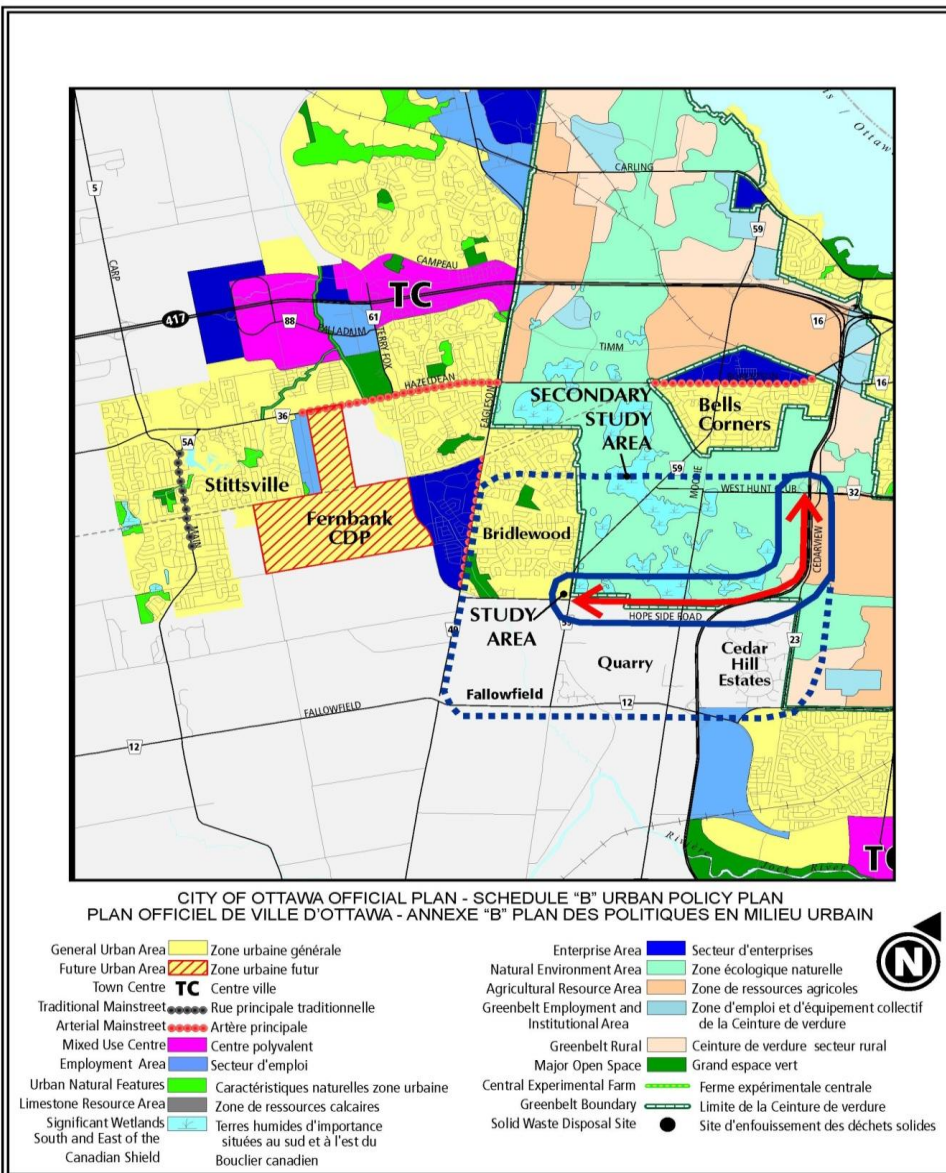
Que le Comité des transports approuve la modification de la portée de l'étude d'évaluation environnementale du prolongement de l'ancien chemin Hope Side (du chemin Richmond au chemin Hunt Club Ouest) qui s'appelle désormais l'Étude d'évaluation environnementale de Kanata-Sud.

BACKGROUND

On 21 November 2007, Transportation Committee approved the Hope Side Road Extension (Richmond Road to West Hunt Club Road) Environmental Assessment – Statement of Work (ACS2007-PTE-POL-0066). The City's Transportation Master Plan

(TMP) envisioned the extension of Hope Side Road east as a new two lane road connecting to Moodie Drive, then extending east and north towards West Hunt Club Road. This new extension crosses the National Capital Commission (NCC) Greenbelt, and provides the most direct route to Highway 416. Figure 1 illustrates the original study area and concept plan from the City's Official Plan (OP) – Schedule "B" Urban Policy Plan. Note that the concept plan is identified as the Primary Study Area, while a Secondary Study Area is identified to allow for the examination of other alternative solutions in accordance with the Environmental Assessment (EA) Study process.

Figure 1: 2007 EA Study Area



This EA Study was awarded in September 2008, and the Study commenced thereafter. Since a large part of the study area lies within the NCC's Stony Swamp Conservation Area, a core natural area within the Greenbelt, the NCC's participation was required.

At that time, and as a key landowner, the NCC was unable to participate in the EA Study until the update to their Greenbelt Master Plan (GMP) was complete. The GMP update was underway in 2008 with completion expected in early 2013. Given that the GMP sets out the vision, principles, and land use policies pertaining to Federal lands, the NCC's position was that any involvement in this EA Study would be premature. Without the ability to access the Greenbelt lands to conduct an inventory of existing conditions upon which the impacts (particularly on the Stony Swamp area) of various alternative road corridor options would be determined, the EA Study could not advance and was put on hold.

DISCUSSION

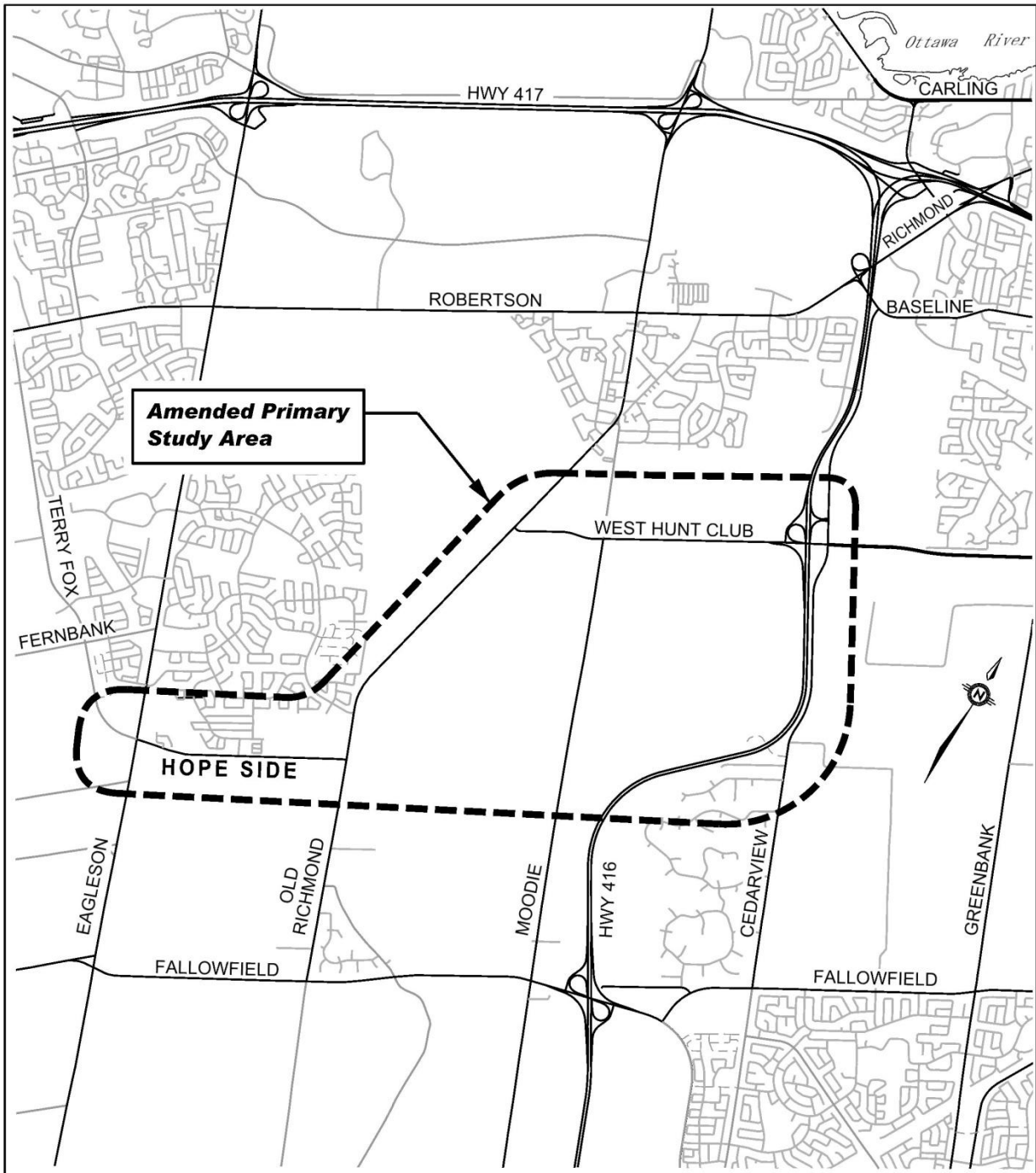
Urgency to Resume Study

With the passage of time, growth and development continues in Kanata's Monahan Landing Community and the Fernbank and Kanata West developments. There is an urgency to resume the EA Study and amend the original EA Study area to incorporate the widening of the existing Hope Side Road between Eagleson Road and Richmond Road for the following reasons.

- Enbridge Gas Distribution Inc. (Enbridge) has completed an EA Study for a 24 inch diameter pipeline to be located entirely within the relevant road allowances of the existing Hope Side Road, Richmond Road, and West Hunt Club Road. Construction is scheduled to begin in early 2013 with completion within a one year time period.
- Development applications are currently being finalized along the north side of Hope Side Road between Eagleson Road and Richmond Road.
- The Tomlinson quarry on Moodie Drive has applied for access to Hope Side Road at the intersection of Richmond Road.

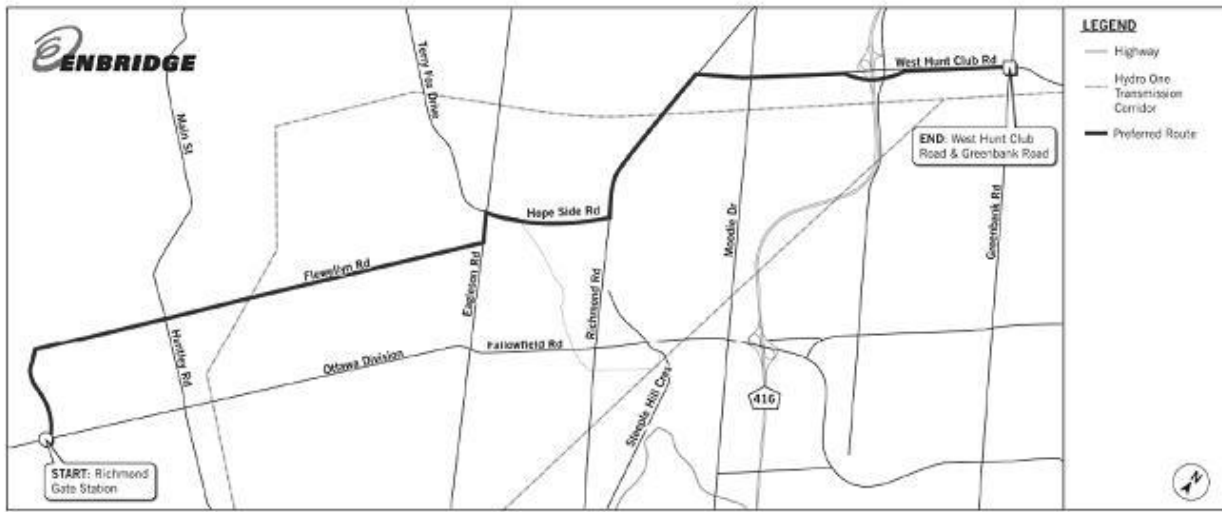
In the absence of a completed EA, proceeding with the projects noted above directly limits the City's ability to study alternative roadway corridor options, some of which may have little impact on Stony Swamp. Figure 2 illustrates the amended study area to include the proposed widening of the existing Hope Side Road from Eagleson Road to Richmond Road. The Enbridge pipeline project is worthy of further discussion and is noted below.

Figure 2: Amended Kanata South EA Primary Study Area



On 19 October 2012, the Ontario Energy Board (OEB) gave Enbridge conditional approval to proceed with the pipeline project. Figure 3 illustrates the approved pipeline routing within the City's road allowance.

Figure 3: Routing of Enbridge Pipeline Project



Of immediate concern to the City are the pipeline routes to be constructed within the road allowances of Hope Side Road, Richmond Road and the segment of West Hunt Club Road to Hwy 416. Existing Hope Side Road is scheduled to be widened in 2017/2018 as per the City's long range capital plan and the TMP. Even earlier is a connection to the east to Highway 416, which is scheduled to be implemented in 2015/2016. Over the last year, the City and Enbridge have been engaged in numerous discussions and meetings to, among other things, identify a suitable placement of the pipeline within the City's road allowance. However, without the benefit of an EA Study, the City risks incurring relocation costs in the future should the recommended solution to this EA be a widening of Richmond Road and Hunt Club. Under the 2006 Model Franchise Agreement between the City and Enbridge, costs of relocation are to be shared 35 per cent by the City and 65 per cent by Enbridge.

During discussions with Enbridge, the City suggested delaying construction of the section of pipeline from Hope Side Road at Eagleson Road through to Hunt Club Road at Hwy 416. Enbridge expressed an interest in this strategy on the condition that the City commence immediately with the EA Study and a commitment to have the functional design portion be completed by the end of 2013. It is staff's opinion that this is achievable provided that the Study gets underway now. The functional design will identify the right-of-way requirements and road profile needed to respond to Enbridge on the ideal/permanent placement of the pipeline. Very recently, the delay to construct a section of the pipeline was endorsed by the OEB in accordance with its staff submission document dated 19 October 2012. It states the following:

"Board staff submits that Enbridge.....continue construction when the EA is completed which would provide certainty and clarity on the location of the Proposed Pipeline in those areas where the City may undertake road reconstruction."

Cumulative Effects Study

A joint NCC and City study, to support the review of the NCC's Greenbelt Master Plan and streamline future Federal EA approvals, was undertaken to study the effects of transportation infrastructure within the Greenbelt lands. This recently completed study is entitled "Joint Study to Assess Cumulative Effects of Transportation Infrastructures on the National Capital Greenbelt," and will form the basis for joint decisions between the City and NCC on future proposed transportation infrastructure projects.

The Cumulative Effects Study concluded that the Stony Swamp Area is regarded as one of 10 Core Natural Areas (CNA) within the Greenbelt lands. The CNA's "*are considered to be irreplaceable reservoirs of native biodiversity, providing a variety of groundwater and surface water enhancement benefits and forming critical "stepping stones" across the Greenbelt and the urbanized portion of the National Capital Region.*" Accordingly, a proposed extension of Hope Side Road, as envisioned in the City's TMP, was identified as potentially contributing to the cumulative effects on the CNA. Furthermore, the study concluded that a proposed Hope Side Road extension through the Stony Swamp Area would not be acceptable and recommended the City "*examine least damaging alternatives such as Richmond Road and West Hunt Club Road.*"

As a result of the Cumulative Effects study findings and the documented evidence of the significant impact a proposed extension of Hope Side Road will have on the Stony Swamp Area, the option to extend Hope Side Road easterly connecting to West Hunt Club Road will not be carried forward into the EA study and the Scope of Work will be amended accordingly.

Instead, it has been agreed to by the City and NCC that an acceptable option is widening Richmond Road/West Hunt Club Road between Hope Side Road and Highway 416, and that this project will be included in the NCC's Greenbelt Master Plan. This is being done in order meet the guiding principles of the Cumulative Effects Study including preventing Greenbelt fragmentation, improving Greenbelt landscape connectivity, and fully considering Greenbelt connectivity during transportation infrastructure planning exercises.

Amendment to the EA Study Scope

In order to respond appropriately to Enbridge on the location of the pipeline, an amendment is required to the existing EA Study to include the existing Hope Side Road from Eagleson Road to Richmond Road. Furthermore, the rapid development of Monahan Landing to the north of Hope Side Road and west of Richmond Road limits the City's ability to assess alternative road corridor options and designs.

Whereas the 2007 Primary Study Area (Figure 1) identifies a proposed extension of Hope Side Road easterly, through the Stony Swamp Area, the amended study area, as illustrated in Figure 2, will allow for an examination of a reasonable range of alternative solutions connecting to West Hunt Club Road and Hwy 416, including the widening of the existing Richmond Road and West Hunt Club Road.

The City recognizes that the NCC will play a major role in this study as a key landowner and Federal authority for the Greenbelt. Given that the Stony Swamp Area is identified as one of 10 Core Natural Areas within the Greenbelt lands, any proposed solutions impacting this area will be a significant consideration in the preliminary screening of alternative solutions.

Additional funding required for the amended Study Scope of Work will be financed from capital account # 906420 – 2012 EA Studies Arterial Roads.

RURAL IMPLICATIONS

As the southern limits of the study area is adjacent to the rural area, any potential impacts will be fully considered in the development and evaluation of alternative solutions and mitigation measures identified.

CONSULTATION

The Study's consultation process will include meetings with key stakeholders through the Agency Consultation Group, Public Consultation Group, and Business Consultation Group. Consultation with the general public will occur principally through open houses and also through the project web page, e-mail, and additional meetings as required. This process has not changed from the original approved Statement of Work for the Study.

COMMENTS BY THE WARD COUNCILLORS

Councillor Moffatt's comments: "I concur with the report as amended."

Councillor Hubley concurs with this report.

Councillor Chiarelli is aware of this report.

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendation in this report.

RISK MANAGEMENT IMPLICATIONS

There are risk implications and these risks have been identified and explained in the report and are being managed by the appropriate staff.

As noted earlier, an amended EA Study to address the future widening of the existing Hope Side Road between Eagleson Road and Richmond Road is required to avoid incurring pipeline relocation costs in the future. Additionally, the amended EA Study needs to proceed immediately in order to provide clear direction to Enbridge on the location of the pipeline by the end of 2013 in accordance with the OEB Conditions of Approval.

Additionally, there is a risk that the NCC's updated GMP may not be completed in early 2013 as expected and this could affect the Commission's participation in the EA Study. However, there are other study activities that can be carried out independently (such as the assessment of the section west of Richmond Road) should the NCC's study schedule be delayed slightly.

FINANCIAL IMPLICATIONS

The additional funding required for the amended scope of work on the Hope Side EA Study is available within 906420 – 2012 EA Studies Arterial Roads.

ACCESSIBILITY IMPACTS

There are no accessibility impacts.

ENVIRONMENTAL IMPLICATIONS

The Study will examine and evaluate the project's effects on social, cultural, physical, and natural environments within the study area. Appropriate mitigation measures will be developed and post mitigation environmental impacts will also be determined.

Furthermore, as the study area lies within the Stony Swamp Conservation Area of the NCC's Greenbelt, alternative road corridor solutions impacting this area will be a significant consideration.

TECHNOLOGY IMPLICATIONS

There are no technology implications associated with this report.

TERM OF COUNCIL PRIORITIES

The recommendation contained herein aims to support the following Term of Council Priorities approved by Council in July 2011.

TM3 Provide infrastructure to support mobility choices.

DISPOSITION

Following Committee approval of the amendment to the Hope Side Road EA Study, City staff will re-initiate the EA Study with the new expanded Scope of Work.