

1.0 Introduction

This report is a screening level EA under the *Canadian Environmental Assessment Act (CEAA)* which was completed for the Part A Terry Fox Drive (TFD) Extension project on January 25, 2010, by Dillon Consulting Limited (Dillon), on behalf of Infrastructure Canada (INFC).

The City of Ottawa (or the Proponent) has applied for funding under the Government of Canada's Infrastructure Stimulus Fund (ISF). In considering the provision of financial assistance that would enable the project to proceed, INFC has identified itself as a responsible authority and must ensure that a screening level environmental assessment (EA) is conducted in accordance with requirements of *CEAA*.

Infrastructure Canada has identified this project as 2655.

1.1 General

The City of Ottawa is in the process of upgrading the transportation system to complement urban growth and provide sustainable mobility. The ultimate completion of Terry Fox Drive (TFD) is a component of this process and will support the expansion of the urban area as approved by the 2003 Official Plan of the City of Ottawa and 2004 Amendments (Kanata Special Study Area).

This project: ***Terry Fox Drive Part A: Second Line Road to March Road*** is a component of this planning implementation. As agreed with INFC, the EA screening for the remaining section of the TFD project (Part B: Terry Fox Drive Extension – Richardson Side Road to Second Line) is being undertaken separately and will be submitted to INFC as a separate project phase. The project was phased to facilitate an advance construction schedule for the Part A project in order to meet the Government of Canada's timelines for stimulating the economy under Canada's Economic Action Plan. The screenings for the Part A and Part B projects have been conducted in a complementary manner to ensure that mitigation recommendations are integrated and both projects were considered together as part of the cumulative effects work that was completed for both screenings.

1.1.1 Project Location

This project includes both construction of 1 km of new roadway (through "greenfield" lands) and upgrade of approximately 700 m of existing roadway. The project location is adjacent to the

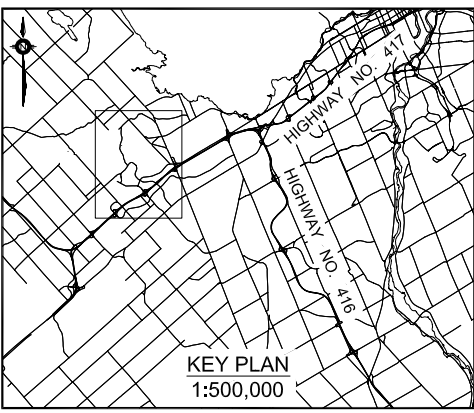
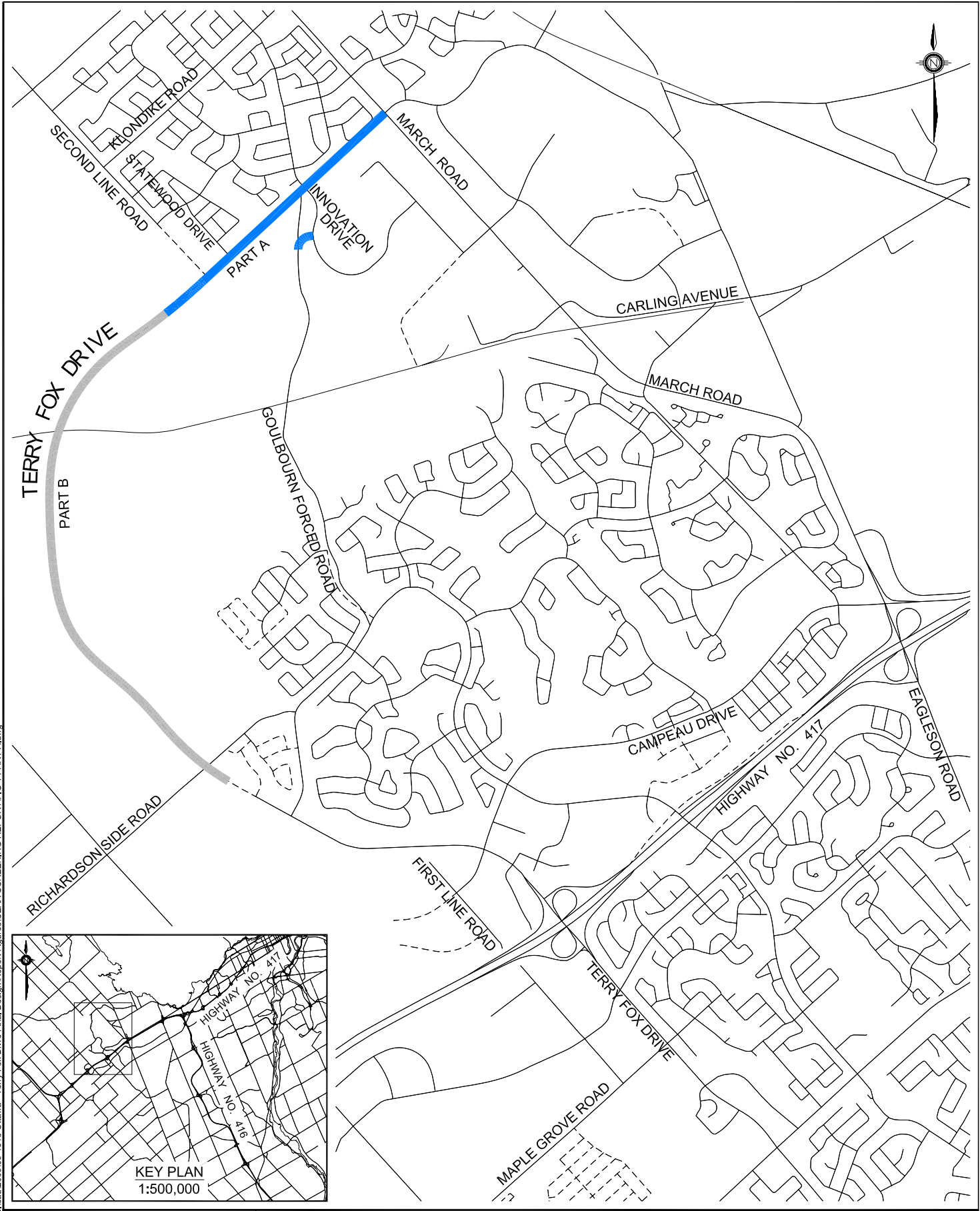
outer edge of the Urban Boundary adopted in the 2006 Official Plan Amendment by the City of Ottawa and lies between March Road in the north-east and the future Second Line Road intersection area in the north-west (**Figure 1**).

1.2 Need for Road Widening/Extension

The City of Kanata and Regional Official Plans, both of which are now part of the City of Ottawa, identified Terry Fox Drive (both Part A and Part B) corridor from March Road to Eagleson Road as a second continuous north-south arterial road in addition to Eagleson/March Road (Dillon Consulting, 2000).

The completion of TFD will enable the expansion of the urban area as approved by the City of Ottawa in the 2006 Official Plan Amendment and Green Space Master Planning process. Provisions in the roadway and stormwater management design have been made for this expected growth adjacent to the new roadway.

The need for the widening/extension of Terry Fox Drive to create a continuous roadway from March Road (at the existing Terry Fox Drive) to Eagleson Road (at Hope Side Road) is driven by planned development. Without these proposed modifications, there will be both a north-south arterial roadway capacity deficiency and a north-south arterial roadway access deficiency by 2021. The extension of Terry Fox Drive between Campeau Drive and March Road is also identified as a specific requirement in the Kanata North Expansion Area. Within the overall 32,000 dwelling units allocated in the Region's Official Plan for Kanata as a whole, 3,100 dwelling units are expected to be located in the South March and Kanata North Expansion Areas (Dillon Consulting, 2000).



26 October 2009 12:17:26 PM G:\cadd\2009\09-1518 Ottawa - Terry Fox Drive Final Design\Report Figures\CEAA SCREENING REPORT\FIG. 1 PART A.dwg



DATE **SEPTEMBER 2009**

LOCATION PLAN

**TERRY FOX DRIVE EXTENSION
SECOND LINE ROAD TO MARCH ROAD**

PROJECT NO.
09-1518

FIGURE NO.
1

The ultimate completion of TFD is intended to relieve traffic congestion on, among others, Goulbourn Forced Road, the current connector road servicing the area. This Part A section of TFD, including intersection improvements, is the first phase of the completion of TFD. This project along with subsequent completion of TFD and connection of TFD to Second Line Road is intended to improve traffic flow in the area. The Part A section between Second Line Road and March Road will improve local traffic flow along this section of Terry Fox Drive. It will also provide additional access to the local area including the developing Morgans Grant subdivision to the north of Terry Fox Drive.

The Part A TFD project will also contribute to a temporary traffic diversion for widening road works currently being undertaken on March Road in the existing urban area. The temporary connection between Goulbourn Forced Road and Innovation Drive is required to permit the TFD construction to proceed while allowing traffic to continue to flow.

An additional 300 meters of roadbed only of Terry Fox Drive heading westwards to Stn 15+700 will also be built as part of the Part A Project to accommodate a construction staging area for this project and the future TFD extension project (Part B), which is proposed to begin construction in the near future. This new section of Terry Fox Drive has been approved under the Municipal Class EA process.

1.3 Project Background

The overall Terry Fox Drive project, including Part A, has been in the formal planning stages since 1999 and was initially designed in 2000. It was subject to previous assessment as part of a regional EA. Various modifications were made to this original project and addressed in an addendum completed under provincial EA requirements. Subsequently, follow-up commitments have been initiated, the design finalized and provincial agreements for at-risk species have been developed in consultation with and for approval by the Ontario Ministry of Natural Resources (MNR). These documents have formed the basis of the environmental data and assessment of impact for this project. The following section provides a brief historical overview of project work to date.

1.3.1 Completed Municipal Class EA (2000)

A Municipal Class Environmental Assessment (EA) (Schedule ‘C’) was completed by the Regional Municipality of Ottawa-Carleton, now part of the City of Ottawa, between March Road and Eagleson Road (October 2000). The project underwent the following:

- Consultation with members of the public;
- Consideration of reasonable route alternatives;
- Consideration of aspects of natural, social, and economic environment;
- Systematic evaluation of all net environmental effects; and
- Complete (traceable and defensible) documentation of the decision-making process.

Under the Province of Ontario Class EA process, upon the release of the Environmental Study Report, the project can proceed to implementation unless “Part II Order” requests (“EA elevation”) are received. There are no outstanding elevation requests in relation to this Class EA and as such, the project can proceed to implementation under the *Ontario Environmental Assessment Act*.

1.3.2 Addendum and Details (2007)

In 2007, a Preliminary Design Report (PDR) and an EA Amendment was prepared to confirm technical details for the road. The 2007 EA Addendum included the following changes to the proposed project:

- Modifications to the roadway cross-section;
- Modifications to the roadway alignment; and
- Identification of property requirements for rail grade-separation (not in Part A).

1.3.3 Current Study – 2007 – Present

Since the completion of the PDR and EA Addendum in 2007, additional revisions to the roadway design have been made. Those related to Part A of the project include:

- The City has worked with adjacent landowners to combine Stormwater Management Facility strategies; and

- The City has reviewed and upgraded the intersection locations pending development proposals.

In addition, a Stage 3 archaeological investigation has been completed for the Part A study area and follow-up biological field investigations were undertaken in July 2009 to confirm the location of potential species of concern. Detailed geotechnical work has also been completed.

1.3.4 Temporary Connection Roadway Class EA

The proposed temporary connection between Goulbourn Forced Road and Innovation Drive, which is included in the Part A TFD phase, was subject to a separate Ontario Municipal Class EA (Schedule B); August 2009.

1.4 CEAA Triggers

On June 5, 2009, the federal and provincial governments agreed to provide the City of Ottawa with \$47.7 million for the construction of a section of Terry Fox Drive including both this Part A and the Part B project. In accordance with the guidelines set out through the application process, projects approved under the Infrastructure Stimulus program are to be completed by March 2011. Many of the regulatory details and timelines surrounding the funding have not yet been finalized. The conditions and deadlines associated with this funding will impact the scheduling of the construction and approvals phase for this project.

The consideration of federal funding for the TFD project by Infrastructure Canada is a trigger under the *Canadian Environmental Assessment Act*.

No land is currently in federal ownership within the project area.

Environment Canada (EC) participated as an expert federal authority for this project. EC has reviewed and provided comments on the EA. No federal authorizations are anticipated. No watercourses are crossed which may have the potential to trigger *Fisheries Act* or *Navigable Waters Protection Act* Approvals. Approvals under the *Migratory Birds Convention Act* are not expected as impacts to breeding birds can be mitigated by adjustments to the construction schedule.

1.5 Notification of Other Jurisdictions

The City of Ottawa is the proponent for the project and is therefore aware of the project and commencement of the CEAA process. The Province of Ontario is aware of the project through its past involvement in the Class EA process (as reviewers of it). Letters of intent regarding provincial approvals for at-risk species have been sent to the Ontario Ministry of Natural Resources (MNR) and the Mississippi Valley Conservation Authority (MVCA). First Nations consultation has been initiated. If other permits or approvals are required, or other specific matters require provincial involvement, provincial authorities will be duly consulted and kept informed.

1.6 Legislation Considered

The project will be completed in accordance with the requirements of the following federal and provincial environmental legislation and the regulations made pursuant to them:

- *Canadian Environmental Assessment Act (CEAA)*;
- *Canadian Environmental Protection Act (CEPA)*,
- *Canadian Species at-Risk Act (SARA)*;
- *Migratory Birds Convention Act (MBCA)*;
- *Ontario Endangered Species Act (ESA)*;
- *Ontario Environmental Protection Act (OEPA)*; and;
- *Ontario Water Resources Act (OWRA)*.

The construction of the roadworks will adhere to the most recent versions of federal and provincial guidelines and specifications, including:

- Department of Fisheries and Oceans (DFO) Guidelines and Operational Statements,
- Ministry of the Environment (MOE) and Natural Resources (MNR) guidelines and specifications, as relevant;
- Transportation Association of Canada (TAC) National Guide to Erosion and Sediment Control on Roadway Projects;

- DFO Guidelines for blasting near watercourses - *Canadian Guidelines for Use of Explosives in Canadian Fisheries Waters*; and
- *Ontario Water Resources Act* for stormwater drainage and management.

In addition to regulatory requirements identified above, a number of authorizations, permits and approvals may be required for this undertaking, as illustrated in **Table 1**. An appropriate amount of time will be scheduled to obtain all necessary permits and approvals prior to construction if required.

Table 1 – Authorizations, Permits and Approvals

Agency	Authorization/Permit/Approval
<i>Provincial</i>	
Ministry of Natural Resources (MNR)	<ul style="list-style-type: none"> • Species at-risk will need to be considered under the Ontario <i>Endangered Species Act, 2007</i>. An exemption may apply to some or all of these species as this project was Provincially EA approved in 2000.
Ministry of Environment	<ul style="list-style-type: none"> • Certificates of Approval will be required from the Ministry of the Environment, for the construction and operation of storm sewers, watermains and stormwater management facilities.
Ministry of Citizenship and Culture	<ul style="list-style-type: none"> • Clearance from the Ontario Ministry of Citizenship and Culture on matters relating to the potential discovery and protection of heritage resources.
<i>Conservation Authority</i>	
Mississippi Valley Conservation Authority (MVCA)	<ul style="list-style-type: none"> • Permit from the MVCA not expected as no watercourse crossings are required and the project is not located in a flood plain.