

9.0 Public and Agency Consultation

Significant public consultation has been undertaken as part of the provincial EA process for the TFD project. The following is a brief summary of the consultation activities that were undertaken with highlights of any significant concerns raised and the proponent's response.

Key public concerns that were raised throughout the planning and associated mitigation measures are outlined below:

- Questions regarding the preservation of green space and the City extent – addressed through the City Official Plan.
- Support for improving local road connectors – addressed through the Part A project and other City initiatives.
- Requests for access and access control – balanced to the extent possible in TFD design.
- Requests for bicycle facilities, sidewalks and crossings – included in TFD design.
- General concern to minimize environmental impacts – addressed in TFD design and mitigation outlined in **Section 6**.
- Avoidance of wetlands and open water habitat – undertaken during design planning, generally not an issue for Part A.
- Reduction of traffic on area roads – important consideration in design of TFD and ability to increase to four lanes.
- Requirement for right turns to Statewood Avenue – accommodated in Part A design.

9.1 Agency and Public Stakeholder Contact

Communication with stakeholder groups, including government agencies and the local community, was initiated in mid-1990s as detailed below. Communication activities included a series of public open houses, direct mailings, and public advertisements during that period. Staff workshops and public open houses were also held in 2009.

The TFD project has had several periods of stakeholder consultation since being initiated in mid-1990. Two public open houses (February 25, 1998 and June 16, 1999) as a component of a Municipal Class EA and a Criteria Workshop (May 7, 1998) were held to obtain input on the

approach to evaluating alternatives. Direct mailings and public advertisements were distributed at that time. This work also included the filing of a Notice of Completion and 30-day stakeholder Environmental Study Report (ESR) review period.

In 2007, a Preliminary Design Report and an EA Addendum were issued to confirm technical details. A Public Open House was held on December 3, 2002. A series of three facilitated workshops (July 2003 to September 2003) were also held by City staff as part of the Special Study Area requirements to consult with landowners, community groups, individuals and other stakeholders with an interest in the subject lands.

A Notice of Filing of Addendum was published on January 7 and 14, 2005 and followed by a 30-day stakeholder review period.

More recently, the following has been completed:

- A Design Criteria Workshop was held with staff from the City of Ottawa on May 28, 2009 to make final technical decisions on road lane widths, the need for bike lanes, stormwater management requirements, and other pertinent information;
- A Public Open House and a meeting with the Ward Councillor were held on June 24, 2009 as advertised in local newspapers to present the detailed pre-design, just prior to beginning the work on the detailed design;
- An Agency/stakeholder meeting was undertaken late 2009, so agency staff could help the team expedite the plan review process and to address all remaining issues at one time;
- A second Public Open House/Ward Meeting was undertaken November 23, 2009 to present the final designs, impact mitigation details and solicit any final comments from the public; and
- Consultation on Aboriginal issues has been initiated (INAC, Ministry of Aboriginal Affairs [Ontario], Mohawks of Akwesasne, and Algonquins of Pikwakangan.

As a further component of the consultation program, ongoing discussions with members of the public and with agencies were held. These meetings were held with members of the public and agencies. These meetings were intended to gain increased perspective on the project and study area.

Key findings from these meetings were reflected in the design changes instituted for this project.

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- A Public Open House and a meeting with the Ward Councillor were held on June 24, 2009 as advertised in local newspapers to present the detailed pre-design, just prior to beginning the work on the detailed design;
- An Agency/stakeholder meeting was held November 23, 2009, so agency staff (MNR / MVCA / DFO) could provide input to the concept restoration and roadway designs, help the team expedite the plan review process and to address all remaining issues at one time; and
- A second Public Open House was held later the same day on November 23, 2009 with the public and Ward Councillor to discuss the working design drawings, effects on species at risk, impact mitigation details, Statewood Avenue turning lanes and solicit any final comments from the public before proceeding to final drawings and construction.

As a further component of the consultation program, meetings were held with representatives of the major land owners of development lands and review agencies.

The meetings with the major land owners were intended to coordinate technical details of stormwater drainage, finalize traffic modeling, determine intersection improvements and discuss the joint protection of environmental features. Predictive scheduling between Terry Fox Drive extension and the adjacent site servicing in the adjacent lands was discussed, to better understand

the expected time frames when each development would come on line, and when Terry Fox Drive would need to be ready to accept the required traffic volume.

In light of the preceding public engagement/consultations undertaken by the City over the past several years, public participation pursuant to section 18(3) of CEAA was not considered appropriate for this screening.

Table 25 below provides a summary of the external meetings held since the completion of the Provincial Class EA.

Table 25 – Meetings with the Major Land Owners and Agencies

Date	Meeting With	Representatives	Purpose of Meeting
Feb 26, 2009	MVCA	*, **, John Price (MVCA)	Kickoff meeting, receive MVCA directions on environmental approvals
Apr. 16, 2009	IBI Group, Regional Group	Demetrius Yannoulopoulos, Steve Cunliffe	
Apr. 23, 2009	MVCA, IBI Group	John Price, Demetrius Yannoulopoulos	stormwater management options
Apr. 24, 2009	Urbandale, Uniform Development	Mary Jarvis, George Georgaras	Discussed intersection details, stormwater management options
Jun. 17, 2009	Novatech, IBI Group, DSEL, Richcraft Group, Regional Group	John Riddell, Demetrius Yannoulopoulos, Stephen Pichette, Steve Grandmont, Lisa Dalla Rosa, Steve Cunliffe	Intersections into Richcraft lands, stormwater management
Jun. 19, 2009	Canderel	Wayne Jennings	
June 24, 2009	Public Open House	*, **, Presented stormwater drainage,, Species at-risk, Innovation Drive interconnection, intersection details, Shirley's Brook realignment	
Jun. 29, 2009	Novatech , IBI Group, Regional Group, Richcraft, Uniform Development	Marc St. Pierre, Demetrius Yannoulopoulos, Joseph Kardish, Steve Grandmont, Lisa Dalla Rosa, George Georgaras	
Jul. 27, 2009	MVCA	John Price	Floodplain Compensation modeling
Aug. 6, 2009	MVCA, Greenland Engineering	John Price, Don Moss	Carp River floodplain compensation hydraulics
Sept. 3, 2009	Novatech	John Riddell, Marc St. Pierre	
Sept 10, 2009	MOE	Jason Schaefer	
Sept. 10, 2009	IBI Group, Regional Group	Demetrius Yannoulopoulos, Steve Cunliffe	
Oct. 8, 2009	IBI Group, Regional Group	Demetrius Yannoulopoulos,	

Date	Meeting With	Representatives	Purpose of Meeting
		Steve Cunliffe	
Oct. 16, 2009	MVC	John Price	
Oct. 29, 2009	Novatech	John Riddell, Marc St. Pierre	
Oct. 29, 2009	KNL, Richcraft	Mary Jarvis, George Georgaras	
Nov. 9, 2009	MVC	John Price, *,**	Final floodplain configuration, culverts
Nov 23, 2009	MNR, MVCA, DFO	*,**, Georgina Williston (DFO), Kelly Wilson (MVCA), Paula Norlock (MNR- SAR), Laura Melvin (MNR-Planning)	Species At-Risk - agreements Shirley's Brook realignment Carp River floodplain compensation restoration concepts
Nov 23, 2009	Public Open House #2	*,**, City Councillor, Kanata Community	Update on progress, species at-risk.

* Steve Stoddard, City Project Manager;

** Dillon Project Team: Mike Flainek (Project Manager), Gary Holowach, Laurie McRae, Brian Huston, Shawn Taylor

In light of the following public engagement/consultations undertaken by the City over the past several years, public participation pursuant to section 18(3) of CEAA was not considered appropriate for this screening.

To date (November 18, 2009), the following responses were received:

- On August 7, 2009, Elizabeth Nanticoke on behalf of the Mohawks of Akwesasane emailed advising that they had reviewed the map and they advised to contact the Algonquins of Golden Lake. As noted above, a letter was sent to the Algonquins of Golden Lake on July 30, 2009.
- On October 27, 2009, Jp2g Consultants Inc., on behalf of the Algonquins of Pikwakanagan, requested information on any archaeological assessments to determine impacts, if any, on Algonquin interest in the future Terry Fox Drive alignment area.
 - On November 4, 2009, a project representative sent a copy of the Stage 1 & 2 Archaeological Assessment Report to the Algonquins of Pikwakanagan's contact.

Please note that prior to this CEAA Screening, the Terry Fox Drive Temporary Construction Road – Schedule B Class EA was conducted in the same area of interest. Through this process, a Notice of Completion was submitted and INAC – Specific Claims, indicated in a response letter dated July 14, 2009, that a specific claim had been submitted by the Mohawks of Akwesasne. In

addition, INAC advised that the Algonquins of Pikwakanagan (Golden Lake) may have an interest in the area. This correspondence appears to contradict INAC – Specific Claim’s response noted above.

To address this and to ensure due diligence, the Mohawks of Akwesasne and the Algonquins of Pikwakanagan were contacted directly – responses are noted above. In addition, INAC – Specific Claims has been contacted for further clarification.

Based on correspondence received from INAC and MAA for this project, there are no specific, comprehensive, or special claims or active litigation in the project area. However, follow-up with the Algonquin Land Claim Communities (Greater Golden Lake and Ottawa Urban) is on-going to determine any potential interest.

Key Findings from these meetings were reflected in the design changes instituted for this project, for example;

- Statewood Avenue residence expressed a desire for limited access from Terry Fox Drive to their residential street and therefore a right in/right out access is being provided as part of the design.
- Blandings Turtle was identified, during a public Open House, near Statewood Avenue and therefore wildlife guide fencing will be placed in forested areas of the project as described in the turtle mitigation report provided to MNR and Environment Canada and as reflected in the Part B design drawings.

9.2 Commitment to Stakeholder Consultation

Public and agency consultation is an important part of this project and will continue through all phases. To set the stage for achieving project consultation objectives, the consultation plan called for a series of communication and consultation activities that would be closely linked to the technical work being conducted as part of the study.

Future project updates will likely be circulated to the following agencies:

- Infrastructure Canada;
- Department of Fisheries and Oceans (DFO);
- Department of Environment - Canada Wildlife Service;
- Transport Canada - Navigable Waters and Railways; and
- Indian and Native Affairs Canada (INAC).

In addition, consultation with subdivision developments adjacent to the project is on-going.

9.3 Aboriginal Consultation

Aboriginal consultation is an integral part of the environmental assessment process. The following section provides information on the consultation efforts that have been conducted to date. A complete Aboriginal Consultation Log and correspondence letters can be found in **Appendix E**.

As a first step in determining which Aboriginal communities and organizations to consult, Dillon contacted the following government agencies on July 30, 2009:

- Indian and Northern Affairs Canada (INAC) – Specific Claims Branch Services;
- INAC – Comprehensive Claims Branch;
- INAC – Litigation Management and Resolution Branch;
- INAC – Assessment and Historical Research Directorate; and
- Ministry of Aboriginal Affairs (MAA) – Relationships Branch.

It should be noted that in some cases, multiple representatives from the same office were contacted for information.

The following summarizes responses from the above agencies to-date:

- MAA – Relationship Branch, correspondence received July 30, 2009. Inquired on whether or not the Algonquin Consultation Office had been contacted. Correspondence sent back indicating that yes the office had been contacted.

- INAC – Litigation Management and Resolution Branch, correspondence received July 31, 2009. No active litigation in the vicinity of the project area.
- INAC – Assessment and Historical Research, correspondence received August 5, 2009. No comprehensive or special claims to the project.
- INAC – Specific Claims, correspondence received August 6, 2009. No First Nations in the vicinity of the area of interest have submitted specific claims.

Based on previous work in the project vicinity the following Aboriginal communities were contacted on July 30, 2009:

- Algonquin Land Claim Communities – Greater Golden Lake; and
- Algonquin Land Claim Communities – Ottawa (Urban).

To date, neither community has responded.

Please note that prior to this CEAA Screening, the Terry Fox Drive Temporary Construction Road – Schedule B Class EA was conducted in the same area of interest. Through this process, a Notice of Completion was submitted and INAC – Specific Claims, indicated in a response letter dated July 14, 2009, that a specific claim had been submitted by the Mohawks of Akwesasne. In addition, INAC advised that the Algonquins of Pikwakanagan (Golden Lake) may have an interest in the area. This correspondence appears to contradict INAC – Specific Claim’s response noted above.

To address this and to ensure due diligence, the Mohawks of Akwesasne and Algonquins of Pikwakanagan were contacted. Elizabeth Nanticoke of the Mohawks of Akwesasne responded August 7, 2009, advising to contact the Algonquins of Golden Lake. As noted above, Greater Golden Lake had previously been contacted. On October 27, 2009 J.E. Hunton of Jp2g Consultants Inc on behalf of the Algonquins of Pikwakanagan sent a letter requesting information on any on any archaeological assessments to determine impacts, if any, on Algonquin interest in the future Terry Fox Drive alignment area. A project representative emailed a copy of the Stage 1 & 2 Archaeological Assessment Report to Mr. Hunton as per his request. No further communication has been recorded.

Based on correspondence received from INAC and MAA for this project, there are no specific, comprehensive, or special claims or active litigation in the project area. However, follow-up

with the Algonquin Land Claim Communities (Greater Golden Lake and Ottawa Urban) is ongoing to determine any potential interest.