Document 3: Public Consultation

Extensive consultation was carried out for this project involving four rounds of public consultation and is summarized below.

- Four meetings with the Agency Consultation Group were held with invitations to the National Capital Commission (NCC), Rideau Valley Conservation Authority (RVCA), Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), Ontario Ministry of Natural Resources and Forestry (MNRF), Ontario Ministry of Environment, Conservation and Parks (MECP), Hydro Ottawa, Hydro One, Transport Action Canada, and various City departments.

- Four meetings with the combined Business and Public Consultation Group with invitations to Community Association members, landowners, business owners, Bike Ottawa, Accessibility Advisory Committee, Friends of Mer Bleue, Greenspace Alliance of Canada, Canadian Parks and Wilderness Society, and other interest groups.

- Indigenous Peoples were also contacted, consisting of three invitations to the public consultations to seek comments and feedback. To date, one response was received from the Mohawk Council indicated they have no need to participate in the study. Additional contact is planned during completion of the EA study including the final review.

- Three Open Houses were held to present the study information at various stages of the project. Due to the COVID-19 pandemic, the final open house was held in the form of a web-based video presentation and on-line survey.

May 2018 – First Round of Public Consultations

The first Open House was held to introduce the project and present the long list and short list of alternative options with over 100 people in attendance. The format included a period for viewing display boards followed by a presentation and question / answer period. Table 1 provides a summary of the general comments and project team responses.

Table 1: Open House #1 General Comments and Responses

Comments	Responses
Request for a presentation in French for the second Public Open House. (6)	Subsequent meetings will include bilingual presentations
The material presented should have larger graphics in the presentation. (5)	Subsequent meetings will use larger graphics
Concern over noise/air pollution. (10)	Noise/air pollution will be evaluated in detail for the preferred alternative and required mitigation measures identified
Property values decreasing as a result of the BRT and construction (6)	The construction will be intrusive for a short period but overall access to higher order transit does not usually decrease property values
Traffic assessment needs to consider both existing and potential future traffic volumes on all area roads especially where congestion is already occurring (11)	The traffic model produced by the City and the Needs Assessment considered both existing and future travel demands
A new Option 7 should be considered which involves a variation of Options 5 and 6 with the bus rapid transit alongside the road widening, instead of along Navan Road (45)	A new Option 7 will be developed and included in the evaluation
What is the status of the Innes/Walkely/Hunt Club / connection (IWHC)? (3)	The IWHC is meant to relieve congestion on Innes Rd. between Blair and the 417, to serve the need that has been identified
Concerned about lack of access from Chapel Hill South to Renaud Road and the Park and Ride with the closure of Navan (5)	Some of the options maintain some access to the Park and Ride and to the south. There can be modifications to the options/preferred design to revise that however it is a cost factor that needs to be considered.
How will High-occupancy vehicle (HOV) lanes be included or considered? (4)	HOV lanes could be considered as part of the design/implementation.
BRT stops along the by-pass would not likely be used (6).	We have incorporated the stops that are included in the TMP currently. Stops will be

	reviewed with OC Transpo for the preferred alternative
Community impacts need to be given greater consideration including cut-through traffic, encroachment, noise and access (4)	These factors will all be taken into consideration in the evaluations.
Cycling and pedestrian facilities and connections need to be considered (3)	Connectivity and connections will be considered with the preferred alternative

November 2019 – Second Round of Public Consultations

The second round of public consultations presented an expanded study area to include Blair Road widening for transit priority between Innes Road and the Blair LRT Station and the widening options. This expanded scope provided for a fulsome review of transit priority as busses within the Brian Coburn Boulevard (BCB) and Cumberland Transitway (CTW) study area are primarily destined to the Blair LRT Station. Also presented was the technical comprehensive assessment of each of the four short-listed options.

The NCC also prepared and hosted several display boards during the Open House portion of the meeting which identified: the Greenbelt; Mer Bleue Wetland; and Greenbelt priority issues. They were available to speak to the public at the boards but did not participate during the presentation

In general, support for the 4 short-listed options was split. The local residents supported Option 7 as best serving the transportation demands for the area. Over 100 members from the Canadian Parks and Wilderness Society (CPAWS) submitted form letters opposing Options 5 and 7 due to the impacts on the Greenbelt and Mer Bleue wetland. On the other hand, the Friends of Mer Bleue community organization sent a letter specifically stating their support for Option 7 as providing a balanced impact. Table 2 summarizes the general comments received during the second round of consultations.

Table 2: Summary of General Comments and Responses from Open House #2

Comments	**Responses**
Concerns about increasing traffic congestion from increased development and	Once the roadway corridor has been selected, the long-term plan is to link the preferred Brian Coburn Extension to the IWHC connection as there is demand

adding traffic onto already congested routes (e.g., Innes between Blair and HWY 417) (39)	for travel between Orléans and the Walkley / Hunt Club area. This will help alleviate traffic along Innes Road to HWY 417. The City is also prioritizing transit and active modes of transportation to support growth and development in the future to reduce vehicle dependence.
Concerned about road safety and pedestrian crossings (23)	Any new road corridor will be constructed to current safety standards including, geometry, speed, lighting, shoulders, medians etc. Cycling and pedestrian infrastructure will be considered to enhance existing connections to sidewalks, cycling lanes and pathways.
Concern about cut-through traffic on residential neighbourhoods (13)	Cut through traffic is one of the factors considered in the evaluation of the alternatives
Support for the IWHC link and feel it should be built now (6)	All of the options connect to the IWHC link. Implementation/timing will be determined in the Transportation Master Plan (TMP) currently under review.
Preference for BRT alignment Options 1, 4, and 5, closer to Blackburn Hamlet, regardless of road option selected (11)	Options 1, 4, and 5 do provide better catchment and future potential transit ridership due to the proximity to the Blackburn Hamlet community.
Preference for the public transit route going along the option 7 alignment, south of Blackburn Hamlet Bypass, regardless of road option selected as it will be direct and quicker. Option 1 and 4 planned transit stations would become redundant with planned future LRT infrastructure (4)	Connections to LRT/transit will be included for all options. The status / need for stations will be determined by OC Transpo during the design and implementation stage
Need direct bus access to Blair LRT from Bradley Estates, Chapel Hill South,	OC Transpo has been and will continue to be involved in the project and in the planning of future transit routes and stations.

Trails edge Development (East End commuters) and to serve Orléans South (8)	
Proposed transit routes should have good access to existing Park & Ride infrastructure (5)	The planned Transitway will connect to the Park & Ride(s). In addition, it is recognized that it will take time for park and ride infrastructure, to maximize its usage and transit service will be adjusted accordingly as demand increases.
High Occupancy Vehicle/transit-priority lanes should be included (4)	Once the preferred road and transit corridor has been selected, the study team will review phasing options along the road corridor involving a review of bus only and a High Occupancy Vehicle (HOV) lanes prior to the implementation of the bus rapid transitway.
Concern about impact on noise/vibration disturbances and/or pollution (11)	Detailed noise/vibration/air quality studies will be undertaken for the preferred alignment option
Minimize light pollution in a new corridor (5)	Mitigation measures will be identified in the next phase of the project, such as full cut-off lighting.
Concerned about Mer Bleue impacts from option 7 (134)	The City recognizes the significant value of the Mer Bleue wetlands and for clarification, Option 7 does not directly impact the wetlands. In fact, the RAMSAR boundary, is located to the south of Option 7 and offers a buffer and setback from the proposed corridor
The project is not doing enough to mitigate climate change (31)	Climate change is being considered in the development of the City's New Official Plan (OP) that is currently underway. Information on the new OP is available at the project website www.ottawa.ca/newop. For this study, once the preferred corridor has been selected, staging options along the road corridor involving bus only and high occupancy vehicle lanes will be reviewed prior to the implementation of the bus rapid transitway.
Concern about impacts to the greenbelt (9)	All of the four short listed options have Greenbelt impacts on farmland, core natural areas, and natural linkages. Once the preferred corridor has been selected, the study team will work to minimize the footprint needed for the infrastructure and identify mitigation measures required to minimize impacts on the natural and social environments.
There are potential dangers associated with building on	The study team has taken into account the challenging soils throughout the broad study area and this challenge is not isolated to any one option. The project

poor soils along the ravine near Renaud Road (7)	includes Geotechnical Sub-consultants with extensive experience in this area and included their guidance in the assessment of alternatives.
There are opportunities to consider a land swap with NCC if option 7 were selected and a portion of Renaud Road could be closed (5)	It is premature to know if Renaud Road will be closed and it also depends on the preferred corridor. Once the preferred corridor option has been selected, a traffic analysis along Renaud Road would need to be conducted to assess traffic operations to ensure proper access in and out of the community. Renaud Road could be either closed or become a right in right out at Brian Coburn Blvd.
Option 7 just fragments farmland (5)	The next stage of design will include mitigation measures to reduce impacts to the agricultural lands in conjunction with the NCC and their future plans for the area
The method used to measure habitat fragmentation in the option evaluation and comparison was inappropriate (6)	The assessment and measurement of the impacts of the alternatives was developed in consultation with subject matter experts, TAC agencies and the NCC.
Need to provide more details on the evaluation process and/or criteria (13)	Information regarding the evaluation process was provided in display board at the meeting and a hand-out was available and posted on the City website.
Expressed the opinion that the POH#2 was well done (4)	Thank you for your positive comments on the presentation

June 2021 – Final Round of Public Consultations

Due to public health guidelines for the COVID-19 pandemic, the final round of consultations was held as a web-based video presentation between June 28 and July 16, 2021. The consultation involved a recorded presentation in English and French on the City of Ottawa project website. The videos were narrated PowerPoint slide decks with optional closed captioning and presented the following:

- Selection of the Technically Preferred Option 7
- The Recommended Ultimate road and transitway and Interim functional designs
- Potential environmental effects and mitigation measures
- Next steps

Engagement on-line is quantified below:

- Over 42,000 views on the Facebook advertisement and over 21,500 views of the Twitter advertisement
- 886 views of the Ultimate Design narrated PowerPoint presentation
- 236 views of the Interim Design narrated PowerPoint presentation

Overall, public support was divided for the Recommended Plan. Although there is strong local community support for Option 7 to alleviate transportation concerns, the general public's concerns are related to impacts to the Mer Bleue wetlands and the Greenbelt. Based on approximately 430 email and survey comments received from the final round of public consultations, approximately 21% are for and 56% against Option 7 and its Recommended Plan, with the remaining 23% of comments not stating a clear preference. Of the 430 comments, 330 responded directly from the on-line survey.The survey

The survey was also used to ask the public a series of questions related to the BCE/CTW EA Study and 330 were received and are summarized below**.** Table 3 summarizes "Other" responses to the Online Survey Questionaire.

What specific interest do you have in this study?

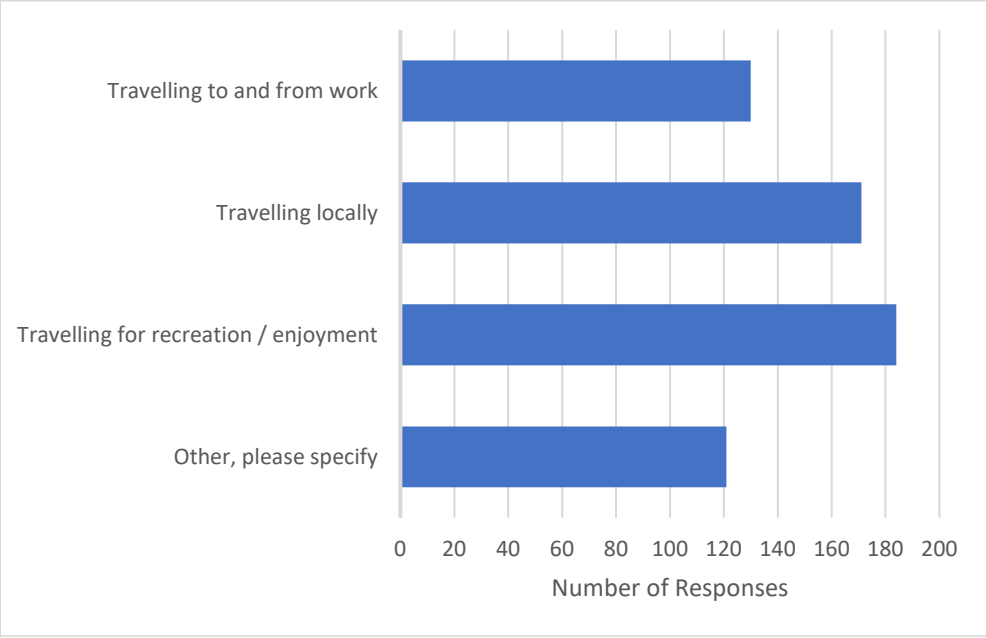

Table 3: Summary of "Other" responses from Online Survey Questionaire

# of Comments	Comments on the Specific Interests in the Study

87	Natural environment impacts (Mer Bleue, climate change, sustainability, etc)
23	Resident/landowner
13	Road congestion and safety
3	Noise and pollution
3	Cycling and pedestrian infrastructure
1	Cost

In addition to the online survey, over 100 emails were received. Survey and email comments are summarized below in Table 4. Note that responses were only provided to the email comments.

Table 4: Summary of Comments Received

Questions/Comments	Responses to Email Comments Only
Concern about increasing traffic congestion from increased area growth and adding traffic onto already congested routes (present and/or future) (29)	The BCBE is proposed to connect to the future Innes/Walkley/Hunt Club (IWHC) link and not directly to Innes Road. This study recognizes the traffic on Innes Road and the IWHC link connection will provide a more direct route between South Orléans and the Walkley and Hunt Club areas of the City with access to Highway 417.The new roadway will not only address growth in Orléans, but it also provides a direct route to the future IWHC link and will help reduce traffic on Anderson Road.
Close Renaud Road to general-purpose traffic (13)	While closing Renaud Road is not part of this project, the BCBE is a more direct and faster route and will help

	reduce the cut-through traffic on Renaud Road.
Reduce number of traffic control signals, prefer roundabouts (e.g. at Anderson Road/Wier Road) (13)	Roundabouts were considered for all of the intersections along the BCE as is City policy. Traffic control signals rather than roundabouts are being proposed at the BCBE intersections at Renaud Road, Anderson Road and the future Innes-Walkley-Hunt Club Connection corridor based on an intersection level of service analyses conducted for both options. An expanded roundabout is proposed at BCBE and Navan Road. The study conducted an intersection traffic analysis for the full limits of the new road corridor and it concluded that expanding the Anderson/Weir roundabout to 2 lanes would cause delay and poor level of service and as such, signalized intersections are proposed.
Propose different termination point for the BCE (e.g. terminate at Anderson Road and connect to Hunt Club via Ridge Road and Ramsayville Road at the Hunt Club/417 Intersection; connect BCE directly to 417) (5)	The BCE is proposed to connect to the future IWHC link. This will address growing travel demand between Orléans and the South Urban Area of the City. This plan will provide a more direct connection to Highway 417 via the IWHC link which has already received approval. The plan will also help reduce traffic on Anderson Road, which passes through the environmentally sensitive Mer Bleue wetland area south of this project.
The proposed four-lane general purpose traffic Brian Coburn Extension is redundant	Based on traffic modelling undertaken by the City for the 2031 planning

considering the proximity to the Blackburn Hamlet Bypass (1)	horizon, there is travel demand between Orléans South and the Walkley and Hunt Club area and the recommended plan to extend Brian Coburn to Renaud Road addresses this direct route. Also, based on traffic modelling and patterns today, it confirmed the east (Orléans) to south (Walkley and Hunt Club) travel demand currently uses Renaud Road and Anderson Road to avoid the heavily congested Blackburn Hamlet Bypass and Innes Road.
How will the City manage increased traffic demand and use resulting from the proposed BCE four general-purpose traffic lanes? (1)	Travel demand strategies are addressed in the City's OP and TMP policies and prioritizes sustainable modes of transportation. Below are links to the City's New OP process and TMP update. These policies project growth for the City in the future and identify the infrastructure required to support this growth. https://engage.ottawa.ca/the-new-official-plan https://ottawa.ca/en/planning-development-and-construction/official-plan-and-master-plans/transportation-masterplan
Keep and develop transit infrastructure on Innes through the Blackburn Hamlet community to Blair Road (19)	The study included transportation modelling of both road and transit travel demand for the 4 short-listed options and the assumptions included preliminary bus routes with the Stage 2 LRT Extensions in place as well as the transportation network infrastructure in place to the 2031 planning horizon.

	Based on this modelling, all options performed equally well for both road and transit despite the 2 additional transit stations identified in Options 1, 4, and 5. The transit modelling suggests that the local bus routes through the Blackburn Hamlet community will better serve the Montreal Road LRT Station while Orleans south residents are better served along this new transitway. The transit modelling also suggests lower use of the 2 new transit stations along the Blackburn Hamlet Bypass as they are further away from the community. The transit route along Option 7 is a direct route to Blair Road and provides slightly better travel time.
Proceed with only BRT infrastructure development (Sustainable modes), not road expansion for general-purpose traffic (11)	The City's Official Plan and TMP policies prioritize sustainable modes of transportation. Although the City promotes active transportation and transit over roads, there continues to be a need for roads in the future. As for sustainable modes of transportation, this project includes a segregated transitway, that is designed to be convertible to LRT, as well as new pedestrian and cycling facilities and links to existing facilities. A shorter-term Interim Plan includes the Transit queue jump lanes at the intersection of Navan Road and the BHBP and Transit/HOV lanes on Innes Road between the Bypass and Blair Road. This Interim Plan will improve transit service reliability and travel time

	to the Blair LRT Station and support increased transit ridership. The Interim Plan also includes a new MUP to support more sustainable modes of travel and to help the City meets its GHG reduction objectives.
Since the pandemic, the necessity for public transit infrastructure is no longer certain as busses may be replaced by ride sharing services. The City can no longer justify investment in public transit (1)	The City's update to the Transportation Master Plan provides a response to your concern on the effects of the pandemic on transportation. The updated Transportation Master Plan will identify the transportation infrastructure required, as well as the need and timing of implementation for this project. https://engage.ottawa.ca/transportation-master-plan/news_feed/covid-19-and-the-tmp-update
What is the purpose of the extra road round the outer edge of the existing Chapel Hill South Park and Ride transit station? (1)	The purpose of the yellow route outlined to the north of the park and ride is for local busses accessing the transit station from either Navan Road or Brian Coburn Boulevard. Vehicles will also access the park and ride from Navan Road.
The proposed BRT should only have one lane, inbound into the City in the morning and outbound into the suburbs in the evening (1)	The transitway will serve the rapidly growing area of Orléans South for many years and demand is expected to grow as development continues.
The need for this project could be curtailed by providing more parking at Blair LRT station and other transitway stops (2)	The City's Official Plan policies promote sustainable modes of transportation and encourages transit users to start their trip by transit. There is a plan at Blair LRT Station for transit-oriented development to promote high density

	residential and employment around LRT stations. The Chapel Hill Park and Ride lot was built in advance of growth as part of the Cumberland Transitway.
Concern about new infrastructure introducing more noise/vibration disturbances and/or pollution and property impacts (25)	Detailed noise/vibration/air quality studies will be undertaken for the preferred alignment option. Although the project includes noise attenuation barrier recommendations, final details of the design of the barrier will be determined when this project is implemented, which is currently post 2031. This also applies to the landscaping plan with details to be deferred to implementation. Further consultation will be undertaken with affected landowners during preliminary and detailed design.
In the Ultimate Plan, move the proposed MUP from south of the proposed roadway to north of the BRT (1)	The MUP along the south side of the roadway provides connectivity to the Bradley Estates community and beyond. We are also proposing a north-south MUP along Renaud Road to access the NCC pathway to the north. As implementation of the BRT is in the long term, an alternate MUP along the north side of the BRT to access Innes Road can be assessed at that time.
Concern about potential rezoning of lands from local commercial or general mixed use to any density of residential zoning, because of the lack of commercial amenities in the neighbourhood (1)	The City is currently preparing the new Official Plan and involvement is encouraged. You can get involved at www.ottawa.ca/newop and voice your concerns.

Concerned about natural environment and climate change impacts (Mer Bleue, greenbelt, wildlife, waterways, etc.) (230)	The City values and respects the Greenbelt, the Mer Bleue Wetlands and their contributions to the broader environment. The Brian Coburn/Cumberland Transitway Environmental Assessment study is proceeding in accordance with the Environmental Assessment (EA) Act of Ontario which requires a review of all technically feasible alternatives. Within this context, the road and transit corridor options were assessed to determine the potential for environmental effects. The study had identified four short-listed corridor options (none of which are identified within the RAMSAR site protected boundary for the Mer Bleue wetland). Potential impacts and mitigation measures have been developed and identified in accordance with the RAMSAR Management Plan. This project is very complex in that all four of the corridor options have Greenbelt and natural environment impacts. In addition to this, as typical of the EA process, staff considered impacts and benefits to communities, the transportation network and construction costs. Assessing and balancing the trade-offs of these natural and social environmental impacts are key aspects of the EA process and proved to be challenging but required. In accordance with the EA Act, the study team developed and documented a fact-

	based evaluation process leading to the Recommended Plan. This Plan bundles the road and transit corridor with parts of Renaud Road, Anderson Road, and Innes Road, which are already established. Furthermore, of the four options reviewed, this Plan had significantly less encroachment on the NCC Greenbelt Core Natural Area. As defined by the NCC's Greenbelt Master Plan, "Core Natural Areas represent ecologically sensitive habitats that contain or support unique, threatened or endangered species and natural features.... and consist of provincially and globally significant wetlands, habitat of threatened and endangered species, wildlife habitat, woodlands, sand dunes, Areas of Natural and Scientific Interest, fish habitat, escarpment geology." In terms of climate change and sustainability, this Plan includes a transitway and multi-use pathways to promote walking, cycling, and transit, which are all sustainable modes of transportation and will help combat climate change. The new roadway will not only address growth in Orléans, but it also provides a direct route to the future Innes/Walkley/Hunt Club link and will help reduce traffic volumes on Anderson Road, which passes through the environmentally sensitive Mer Bleue wetland area south of this project.

Slope stability concerns in proximity to Mud Creek and Mer Bleue (3)	The location of the BCE roadway in relation to the existing Mud Creek generally respects the erosion allowance determined by our geotechnical consultants. Erosion protection measures will be required in locations where the required setbacks cannot be provided.
Encourage consideration of environmental enhancement and mitigation measures (e.g. vegetation buffers as opposed to noise attenuation walls, wildlife exclusion fencing and crossings traffic calming on Anderson Road, etc.) (4)	Final details of the design, including the landscaping plan, will be determined when this project is implemented, which is currently post 2031.
Oppose the Ultimate Recommended Design (Option 7) (240)	
Support the Ultimate Recommended Design (Option 7) (90)	
Expressed urgent need for this project, including the Ultimate Recommended Design (Option 7) (31) Support the proposed MUPs and/or suggested the need for more bicycling and pedestrian facilities in more places (e.g. Cleroux MUP extension to Chapel Hill Park and Ride, removing channelized right turn lane from the Innes Road/Blair Road intersection, etc.) (13) Support the proposed Recommended Plan for alleviating traffic congestion (5) Support the proposed Renaud Road realignment to remove all crossings of the Prescott Russel Trail (3)	We appreciate your support for this project and note that implementation is subject to the City's capital budget priorities and affordability.

Emphasized need for and their support of the IWHC link (2) Proposed BRT route is favourable for being more direct (3) Support the proposed MUPs and/or suggested the need for more bicycling and pedestrian facilities in more places (e.g. Cleroux MUP extension to Chapel Hill Park and Ride, removing channelized right turn lane from the Innes Road/Blair Road intersection, etc.) (13) Build the Ultimate Recommended Design from the beginning with no Interim Design, to meet long-term community needs sooner and minimize construction time and related impacts (9)	

NCC Consultation

The options in general as well as the four short-listed Options are surrounded by/within the NCC Greenbelt. As a result, extensive consultation with NCC staff was undertaken and involved 14 individual meetings as well as attendance at three of the four Agency Consultation Group meetings. The first meeting with NCC staff began at the outset of the study on October 16, 2017 to introduce the project and begin collaboration. For the duration of the project, regular meetings were held with NCC staff to collaborate and seek comments and feedback throughout the process.

Once the corridor options were screened and four short-listed options identified, this step was shared with NCC staff. The NCC stated that while two alternatives (Options 1 and 4) are similar to the 1999 study, they do not support Options 5 and 7 alignment alternatives as they "*do not conform to current Greenbelt Master Plan policies which discourage ecosystem fragmentation, advocate for minimal road density and favour a low infrastructure footprint."*

Notwithstanding NCC's position, the EA study requires the review of technically feasible alternatives and the study proceeded with developing the evaluation criteria in

collaboration with NCC staff to reflect the importance of the NCC Greenbelt. Between December 2018 and May 2019, two meetings and two workshops were held with NCC staff and their comments were incorporated into the evaluation. Key updates included additional Greenbelt Master Plan policy focus and attention to key areas such as agriculture and recreation. The revised evaluation criterion consisted of 31 indicators, with 22 indicators or 70% representing the natural, social and cultural environment. Within this context, the short-listed Options were assessed based on the potential for overall environmental effects.

In June 2019, when the preliminary results of the evaluation process ranked Option 7 as the highest, this was shared with NCC staff to discuss the results and seek comments and feedback. NCC responded with a letter dated August 16, 2019, stating that the NCC is willing to work with the City on Options 1 and 4, but do not support Options 5 and 7 as:

- They do not "*conform to the Greenbelt Master Plan, the City's existing Transportation Master Plan, and the Letter of Understanding related to the joint Cumulative Effects Study."*
- They will result in "*fragmentation, isolation and degradation of the environmental and agricultural lands…."*
- They will have *"direct and indirect effects to natural resources*... and *risk more intensive use of Anderson Road, an arterial road that passes through Mer Bleue wetland, a RAMSAR site that is home to Species at Risk and is designated Core Natural Area within the Greenbelt Master Plan."*

City staff responded that the evaluation criteria was developed in collaboration with and input from NCC staff, which resulted in Option 7 ranking highest overall. Furthermore, to test the rigour of the results, a sensitivity analysis was also performed by manipulating the weights of each of the four criteria groups. Of the five tests conducted, Option 7 ranked first in four tests and tied with Option 4 in one test. While impacts on the natural environment is important, in order to holistically assess a project, there are other criteria that must be considered, including community impacts, transportation effectiveness and project cost.

Following the second Open House held in November 2019, a third workshop was held with the NCC to discuss their concerns on the evaluation and assessment and the Preferred Option 7. A summary of their concerns and the City's response is summarized in Table 6.

Table 6: Summary of NCC Concerns on Evaluation and Preferred Option 7

NCC Concern	City Response / Proposed Mitigation
Proposed design is not consistent with NCC plans for the Greenbelt which called for the bundling of infrastructure in existing corridors	The Recommended Plan (Option 7) includes the shortest length of new infrastructure corridor in the Greenbelt of 2.5 kilometres in comparison to 4 kilometres for Options 1, 4 and 5. The Recommended Design bundles the expanded road/transit corridor with parts of Renaud Road, Anderson Road, and Innes Road.
Fragmentation of the Greenbelt ecological areas	The Recommended Plan (Option 7) ranked a close second under Natural Environment to Option 1 and has significantly less encroachment on Greenbelt Core Natural Areas of 1.3 Hectares when compared to Options 1, 4 and 5, all with 3.6 to 5 hectares of encroachment. Loss of vegetation / natural habitat will be addressed through an Ecological Restoration and Enhancement Plan to offset losses, enhance existing habitat quality and potentially create new habitat features. Wildlife crossings and road exclusion fencing are proposed to mitigate potentially increased wildlife mortality. A Landscape Mitigation Strategy will address potential impacts to the Greenbelt's natural and rural landscape.
Fragmentation of the Greenbelt farms	The Recommended Plan (Option 7) includes a lower area of farmland lost of 20.8 hectares when compared to 25.4 hectares in Option 1. Option 7 also impacts a lower number of 6 farms, while Option 1 impacts 9 farms. A grade-separated crossing of the Transitway is proposed between Navan Road and Mud Creek to provide a trail crossing and farm vehicle access to serve existing farmland.
Impacts to Mud Creek, potential fisheries impact and slope stability concerns.	The Mud Creek Subwatershed Study identifies the Creek as a primarily warmwater system supporting a diverse bait/forage fish community that is currently being impacted by runoff from adjacent land uses and ongoing erosion issues. Many of these impacts could be reduced by

	maintaining or improving the vegetated buffers along the creek and its tributaries. A proposed approximately 300-metre long realignment of Mud Creek provides an opportunity to improve existing creek conditions through natural channel design and terrestrial and aquatic habitat enhancements. The Recommended Plan (Option 7) encounters somewhat larger areas of potential slope stability concerns compared to Options 1 and 4. As per the existing crossing of Mud Creek, creek flows will be conveyed with a culvert to address slope stability concerns. Slope stabilization and erosion protection measures will be applied at this location and elsewhere as required. Fish passage and natural channel flow regimes are proposed to be maintained at all new water crossings.
Impacts to Mer Bleue and other wetlands	The Recommended Plan does not fall within the internationally designated RAMSAR Mer Bleue boundary and only skirts a short stretch of the Mer Bleue wetland where a finger of the wetland touches the south side of existing Renaud Road east of Anderson Road. The Project also proposes to relocate a stretch of existing Renaud Road, west of Bradley Estates, to outside the RAMSAR designated Mer Bleue boundaries. Key Actions identified in the RAMSAR Management Plan for Mer Bleue state that new or expanded transportation and utilities infrastructure should not result in any net loss of wetland function. Mitigation measures will be put forward to meet this requirement. A Project Ecological Restoration and Enhancement Plan will address installation of key habitat features, management of invasive species, adaptive management and contingency measures. Surface water quantity control and quality control are also areas of concern. It is proposed that water quantity control (post to pre-development) and erosion threshold protocols

	be followed as general stormwater criteria through the detail design process. An enhanced water quality target of 80% Total Suspended Solids (TSS) removal will be required for water quality treatment.

A subsequent letter from NCC's Tobi Nussbaum, Chief Executive Officer, to Steve Kanellakos, City Manager, dated September 2, 2020, NCC indicates that "*the NCC Board of Directors passed a resolution (enclosed) on August 25, 2020…affirming its position that federal lands required to implement the Brian Coburn Boulevard /Cumberland Transitway extension alignment Options 5 and 7 will not be made available by the NCC."*

To address NCC's position, City staff developed a preliminary compensation and mitigation strategy in the form of a land exchange, offering 47 hectares of City land within the same Greenbelt area to reinitiate discussions with the NCC. On December 8, 2021, NCC staff responded in writing indicating that the "exchange proposal does not offer reasonable compensation for the loss of ecological, agricultural, and functional integrity of the Greenbelt that would be foregone. In addition, the NCC stated that this exchange requires the NCC to incur new liabilities (operating and maintenance costs) that are not contiguous with NCC Greenbelt lands. NCC staff would only consider Options 1 and 4 for further refinement.

Given the longer-term plan for implementation, there is time for further discussion with the NCC. Although this EA study is following the EA Act of Ontario, NCC approval will be required during implementation of the Recommended Plan (post 2031) since it is subject to the "*Federal Land Use, Design and Transaction Approval Process."*