

Ministry of the Environment  
and Climate Change

Ministère de l'Environnement  
et de l'Action en matière de  
changement climatique

Office of the Minister

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OCT 04 2017

ENV1283MC-2017-1319

Mr. Daniel Paquette  
President  
Paquette Planning Associates LTD  
56 Hutchinson Avenue  
Ottawa ON K1Y 4A3

Dear Mr. Paquette:

Thank you for your interest in the Chapman Mills Drive Extension (Longfields Drive to Strandherd Drive) and Bus Rapid Transit (BRT) Corridor (Greenbank Road to Borrisokane Road) Class Environmental Assessment (Project), as proposed by the City of Ottawa (Proponent). I welcome your comments on this Project.

On November 29, 2016, you submitted a Part II Order request asking that the Proponent be required to prepare an individual environmental assessment for the Project. I am taking this opportunity to inform you that I have decided that an individual environmental assessment is not required.

In making this decision, I have given careful consideration to the Project documentation, the provisions of the Municipal Engineers Association's Municipal Class Environmental Assessment (Class Environmental Assessment), the issues raised in your request, and relevant matters to be considered under section 16 of the Environmental Assessment Act (Act).

The Proponent has demonstrated that it has planned and developed this Project in accordance with the Class Environmental Assessment. I am satisfied that therefore the purpose of the Act, "the betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management in Ontario of the environment," has been met for this Project.

Despite my not requiring an individual environmental assessment be prepared, during the review it was noted that there are some concerns regarding compensation for the acquisition of property for the multi-use pathway for the proposed Project. I am

imposing the following conditions to ensure that the Proponent allows for further consultation regarding the final design of the multi-use pathway for the Project:

1. The City shall hold at least one open house with interested persons, including the requester, during the detailed design phase of the Project. The purpose of this open house is to discuss the detail design for Section 3: Bus Rapid Transit Corridor from Chapman Mills Drive to Borrisokane Road.
2. The City shall consider dedicated cycle lanes as part of the final design for Section 3: Bus Rapid Transit Corridor from Chapman Mills Drive to Borrisokane Road.
3. The City shall submit the final design for Section 3: Bus Rapid Transit Corridor from Chapman Mills Drive to Borrisokane Road, the rationale for the final design and the documentation on consultation to the Director of the Environmental Approvals Branch prior to construction of the Project.

Your concerns together with the reasons for my decision are set out in the attached table. I am satisfied that the issues and concerns have been addressed by the work done to date by the Proponent, or will be addressed in future work that is required to be carried out.

With this decision having been made, the Proponent can now proceed with the Project. The Proponent must ensure it implements the Project in the manner it was developed and designed, as set out in the Project documentation, and inclusive of all mitigating measures, and environmental and other provisions therein.

Again, I would like to thank you for participating in the Class Environmental Assessment process and for bringing your concerns to my attention.

Sincerely,



Chris Ballard  
Minister

Attachment

c: Jabbar Siddique, Senior Project Engineer, City of Ottawa

**Chapman Mills Drive Extension (Longfields Drive to Strandherd Drive) and Bus Rapid Transit (BRT) Corridor (Greenbank Road to Borrisokane Road) Municipal Engineers Association's Municipal Class Environmental Assessment**

Minister's Review of Issues Raised

Issues	Response
<p>Requester would like the multi-use pathway realigned to avoid his property as much as possible.</p>	<p>The City has indicated that the multi-use pathway was realigned by the City during the Class Environmental Assessment process to be located as far south as possible in order to reduce the impacts on the requester's property. The multi-use pathway was also designed to meet safety criteria for cyclists at the adjacent intersection and to meet industry standard horizontal design guidelines.</p> <p>The City and requester have been involved in a number of discussions throughout the Class Environmental Assessment process. The requester submitted a new design to the City at a meeting held on January 8, 2017. The City technical staff indicated to the requester at the same meeting that the design does not meet safety concerns for cyclists in accordance with the Ontario Traffic Manual and the Ministry of Transportation Bikeway Design Manual guidelines.</p> <p>The City has indicated that it is open to any further revised proposals from the requester for the final design of Section 3: Bus Rapid Transit Corridor from Chapman Mills Drive to Borrisokane Road as long as they meet the safety criteria and industry standards required by the City. The ministry recommends a condition requiring the proponent to consult with interested persons, including the requester on the final design of Section 3: Bus Rapid Transit Corridor from Chapman Mills Drive to Borrisokane Road.</p>
<p>Requester would like to be compensated for any lands that will be required if the multi-use pathway alignment is implemented.</p>	<p>Matters regarding compensation for any lands that will be required for the multi-use pathway should be discussed between the City and the requester during detailed design. The ministry's role in respect to environmental assessment is to ensure that significant environmental impacts are identified and mitigated, property acquisitions is outside the scope of the Class Environmental Assessment.</p>