



MEMO / NOTE DE SERVICE

To / Destinataire	Mayor and Members of Council	File/N° de fichier:
From / Expéditeur	Vivi Chi, P.Eng., Director, Transportation Planning	
Subject / Objet	Brian Coburn Extension and Cumberland Transitway (Navan Road to Blair Road at Innes Road) Environmental Assessment Study	Date: September 13, 2023

The purpose of this memo is to update the Mayor and Members of Council on the Brian Coburn Extension and Cumberland Transitway Environmental Assessment (EA) Study since Council approved the study's recommendations on March 23, 2022, and that staff will proceed with the formal filing of the EA reports as required by the Ontario EA Act.

The March 2022 staff report ([ACS2022-PIE-TP-0003](#)) was approved with conditions (see Motion in Document 1). Since then, Staff have completed the required work associated with the Motion (also summarized in Document 1) with key highlights described below.

The predominant follow-up work for the EA Study involved Item 1 of the motion as follows: *"The Minister Responsible for the National Capital Commission be requested to direct NCC to strike a joint committee with the City to try and resolve the impasse on the Brian Coburn Boulevard Extension EA, with a deadline to report back to the Minister and the Mayor within 100 days."*

For context, the impasse relates to the NCC Board of Directors' opposition to the Council-approved Recommended Plan of Option 7, and the Board's support for Option 1 (with additional NCC conditions). The alignments for Option 1 and Option 7 are illustrated in Document 2, Figures 1 and 2 respectively. Although both options function similarly from a transportation perspective, Option 7 scored higher on many comparators, as fully described in the March 2022 staff report. Overall, its impact on the Greenbelt and the natural environment is lower when compared to Option 1. Moreover, the project cost of the road and transitway in 2023 dollars is estimated to be \$400M for Option 7, while Option 1 is \$610M, or 52.5% higher than Option 7. Accordingly, and based on a comprehensive assessment, including a sensitivity analysis of the evaluation results, Option 7 ranked highest overall and was therefore selected as the preferred option.

Subsequent to Council approval of the Study recommendations and to address Council's Motion, City staff continued regular meetings with NCC staff in an effort to resolve the impasse. Although no direction came from the Federal Minister to instruct NCC staff to work with the City on a solution, some progress was made during these meetings. In August 2022, City staff presented

the Council-approved Interim Transit Priority Measures which focused on localized widenings and improvements for shared transit and high occupancy vehicles (HOV) along Innes Road (Document 2, Figure 3), reiterating that these measures are independent of Option 7. This interim project can help improve transit service reliability and promote HOV travel, which in turn can alleviate some of the travel demand pressure that the residents are experiencing. NCC Board approval would be required because 1.2 hectares of federal land is required.

City staff also presented a new proposal to realign Renaud Road (Document 2, Figure 4). This realignment involves extending Brian Coburn Boulevard westerly from Navan Road, connecting to the existing Renaud Road, to effectively bypass and reduce traffic impact on the Bradley Estates community. Significant benefits of this realignment include safety for all modes by eliminating the two 90-degree bends along the existing Renaud Road and removing two road crossings for the popular Prescott Russell Trail. Furthermore, it moves Renaud Road to the outside of the Ramsar boundary, which is a wetland site designated to be of international importance under the Ramsar Convention. While there are safety, environmental and community benefits to shift the two-lane Renaud Road to the new northerly alignment, this project alone would not provide additional new vehicle capacity to address the needs of the growing eastern community. This project would also require 6 hectares of federal land.

NCC responded to these discussions (in a letter dated December 12, 2022), indicating their support for the Interim Transit Priority Measures, as it encourages sustainable modes of travel by public transit and high occupancy travel and requires minimal NCC lands. Further to this letter and in reference to the Renaud Road realignment, NCC stated that *“if there would be a willingness to re-naturalize portions of Renaud Road...there would be value in further discussing this option.”* This signaled a positive step forward to improve conditions in the area. To date, City staff are continuing discussions with the NCC to better understand the conditions going forward with the realignment. For both the Interim Transit Priority Measures and the Renaud Road realignment, NCC staff have advised that a presentation to the NCC Board of Directors is required for approval. NCC staff have yet to present these proposals to their Board, but it is understood that the Board will be provided with an update soon.

Currently there is no funding to implement these proposals and Option 7. The estimated cost in 2023 dollars for the Interim Transit Priority Measures is \$27M and \$50M for the Renaud Road realignment and associated works.

Given the progress made on this project, City staff will proceed with finalizing the Environmental Study Reports (ESR) for both the Interim Transit Priority Measures and the Road and Transitway Plans of Option 7 (the ultimate plan). This includes filing the ESRs with the Ministry of Environment, Conservation and Parks (Ministry) and posting for the 30-day public review period, in accordance with the Municipal Class EA Process for a "Schedule C" project. These wrap-up steps to conclude the Ontario EA process are described in the Statement of Work for this EA Study ([ACS2017-TSD-PLN-0002](#)), which Transportation Committee approved on 1 February 2017.

Filing the ESRs would also allow for the implementation phase of the Interim Transit Priority Measures, as well as the realignment of the two-lane Renaud Road, to proceed – should the NCC Board approve these projects and should a funding source be identified for their implementation.

As for the ultimate plan (Option 7), the impasse with the NCC Board remains. For the City, cost will always be one of the fundamental evaluation criteria for any capital project.

If you have any questions, please contact the City's Senior Project Manager assigned to this project, Angela Taylor (Angela.Taylor@Ottawa.ca).

Original signed by

Vivi Chi

cc: Senior Leadership Team
Planning, Real Estate and Economic development Departmental Leadership Team
Director, Public Information and Media Relations

SUPPORTING DOCUMENTATION

- Document 1 – Council Approved Motion including staff action
- Document 2 – Option 1 and Option 7 Alignments, and Plans for Interim Transit Priority Measures and Renaud Road Realignment

Document 1: Council Approved Motion and Summary of Work

WHEREAS report #ACS2022-PIE-TP-0003 recommends that Council Approve the functional design for the Brian Coburn / Cumberland Transitway Extension (Navan Road to Blair Road at Innes Road) for the Ultimate Road and Transitway Plan, Option 7, as outlined in the report; and

WHEREAS the NCC does not support Option 7 or Option 5, based on concerns that these options are not consistent with the corridor shown in the 2013 TMP and do not conform to the NCC's Greenbelt Master Plan policies; and

WHEREAS NCC staff have indicated that only Option 1 and 4 are worthy of consideration, and even with that, more refinement of these corridors is required to further minimize Greenbelt impacts; and

WHEREAS the recommended plan requires approximately 44 hectares of Greenbelt lands and the NCC has stated that federal lands will not be made available to implement this project; and

WHEREAS the study team is reviewing a potential land swap of unopened City road allowances within the NCC Greenbelt, with assistance of the Corporate Real Estate Office; and

WHEREAS the NCC's opposition to the Brian Coburn Extension EA, which includes the Cumberland Transitway, has forced car-centric development in South Orléans in recent years; and

WHEREAS according to the Ontario Housing Affordability Task Force report, scarcity of housing has caused house prices to increase by 180% in the last 10 years; and

WHEREAS Ontario will need to build 1.5 million new homes in the next 10 years to address the housing supply shortage; and

WHEREAS prolonging this impasse will prevent the development of land in South Orléans at the density required to address the housing shortage and meet the goals of Ottawa's New Official Plan;

THEREFORE BE IT RESOLVED THAT:

- 1. The Minister Responsible for the National Capital Commission be requested to direct NCC to strike a joint committee with the City to try and resolve the impasse on the Brian Coburn Boulevard Extension EA, with a deadline to report back to the Minister and the Mayor within 100 days.**

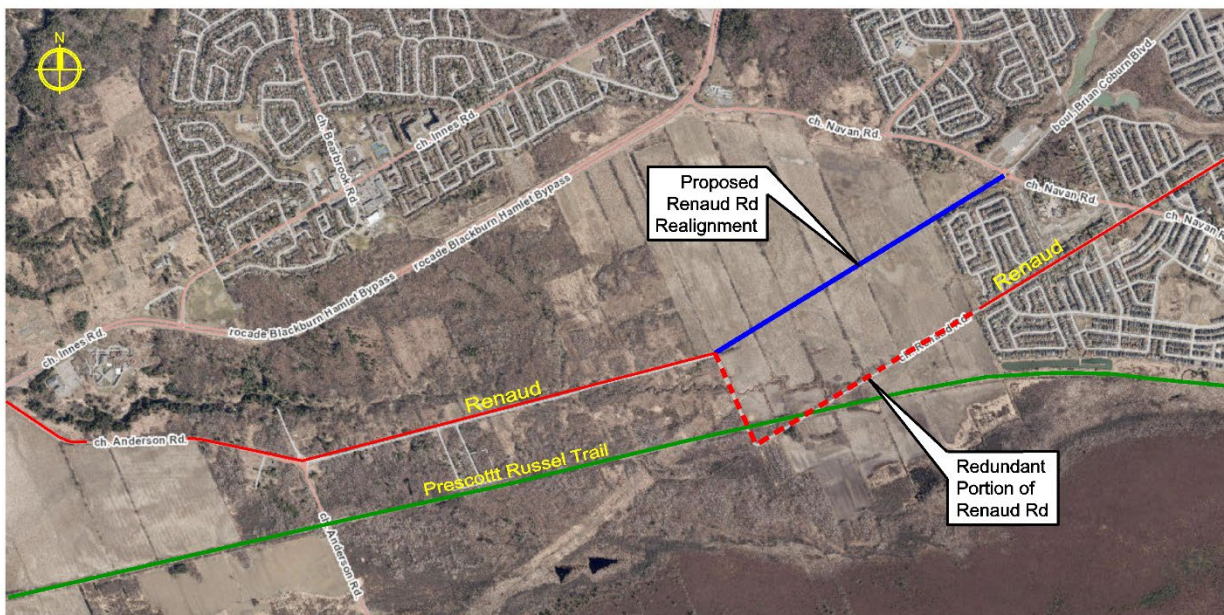
Staff Action: Noted above.

- 2. Planning Staff be directed to convene a summit with the Greater Ottawa Home Builders Association (GOHBA) and major developers in Orléans to discuss strategies for mitigating the impact of development approvals while the impasse remains.**

Staff Action: On 10 June 2022, a Planning Summit with the development industry and local area developers was held with Planning and Transportation Planning staff to discuss how to mitigate the impact of development while the impasse with the NCC remains. Although no strategies were developed during the Summit, there was agreement among the development industry to continue meeting as part of a working group with a goal of advancing this project.

3. Planning, Real Estate & Economic Development (PRED) staff be directed to bring a report to Planning and Transportation Committee outlining options for short term solutions.

Staff action: Staff developed and proposed the realignment of Renaud Road as a short-term solution, involving the two-lane extension of Brian Coburn Boulevard westerly to the existing Renaud Road, as shown below.



This solution is effectively the interim two-lane phase of the Council approved four lane extension of Brian Coburn Boulevard (Option 7), and therefore no change to the EA recommendations is required. While this solution does not increase road capacity, it has significant benefits as follows:

- Improves safety along the popular Prescott Russel Trail by removing 2 road crossings.
- Eliminates two 90-degree bends along the road and improves safety for all modes.
- Provides an active transportation connection to the Chapel Hill Park and Ride with a multi-use pathway connection directly from Bradley Estates.
- Provides access to existing farmland.

- Respects the Ramsar boundary and completely moves Renaud Road to the outside of the Ramsar boundary.
- Reduces Mud Creek crossings from 3 to 1 with opportunities for improvements to Mud Creek.
- Extension follows the Hydro Corridor and is bundled with existing infrastructure.

In addition, while Council approved the preferred Interim Transit Priority Measures, the EA Study developed, assessed, and evaluated six alternatives for Interim Transit Priority Measures.

4. Staff be directed to fund any professional services from accounts: 910610 2022 Rapid Transit EA Studies and 908210 2016 EA Arterial Road Studies.

Staff action: These accounts are being used to fund additional work needed to finalize the Environmental Study Reports for both the Road and Transitway Plan and the Interim Transit Priority Measures.

Document 2: Option 1 and Option 7 Alignments, Plans for Interim Transit Priority Measures and Renaud Road Realignment.

Figure 1: Option 1 Alignment – NCC supports with conditions

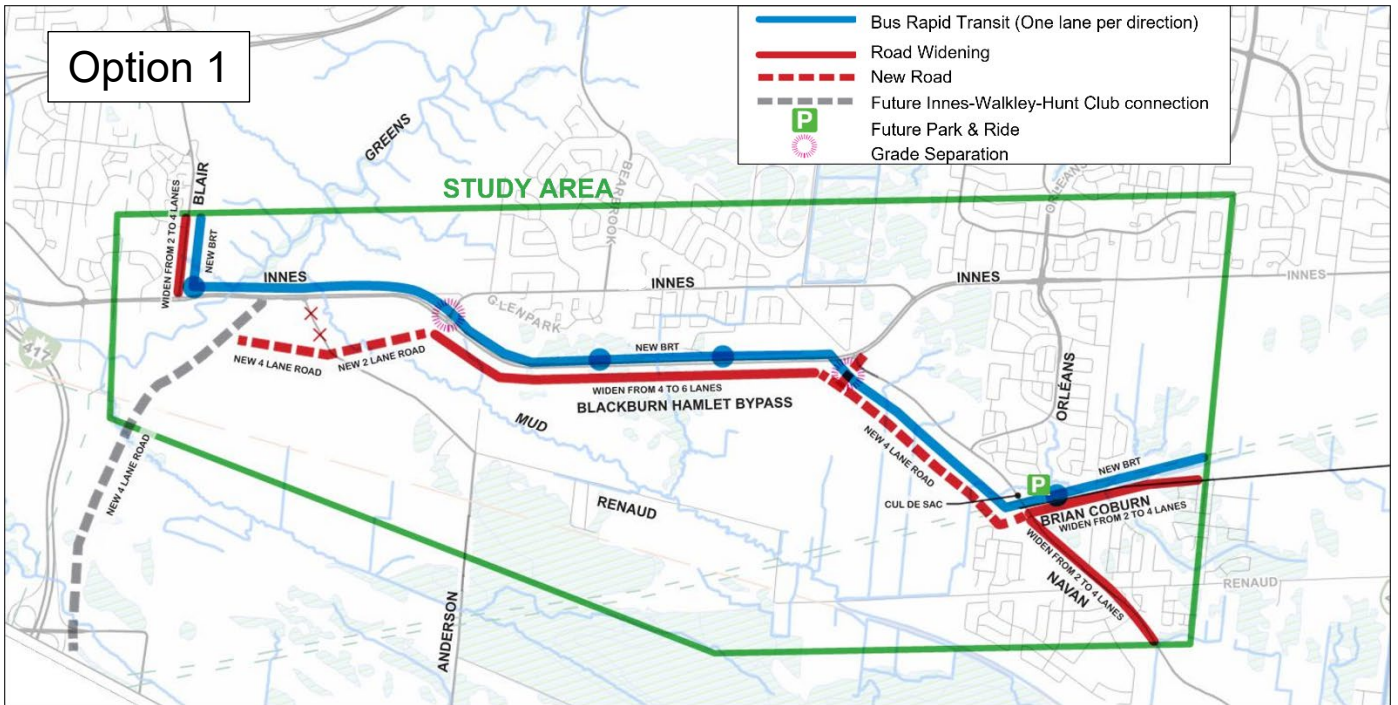


Figure 2: Option 7 – Council approved option

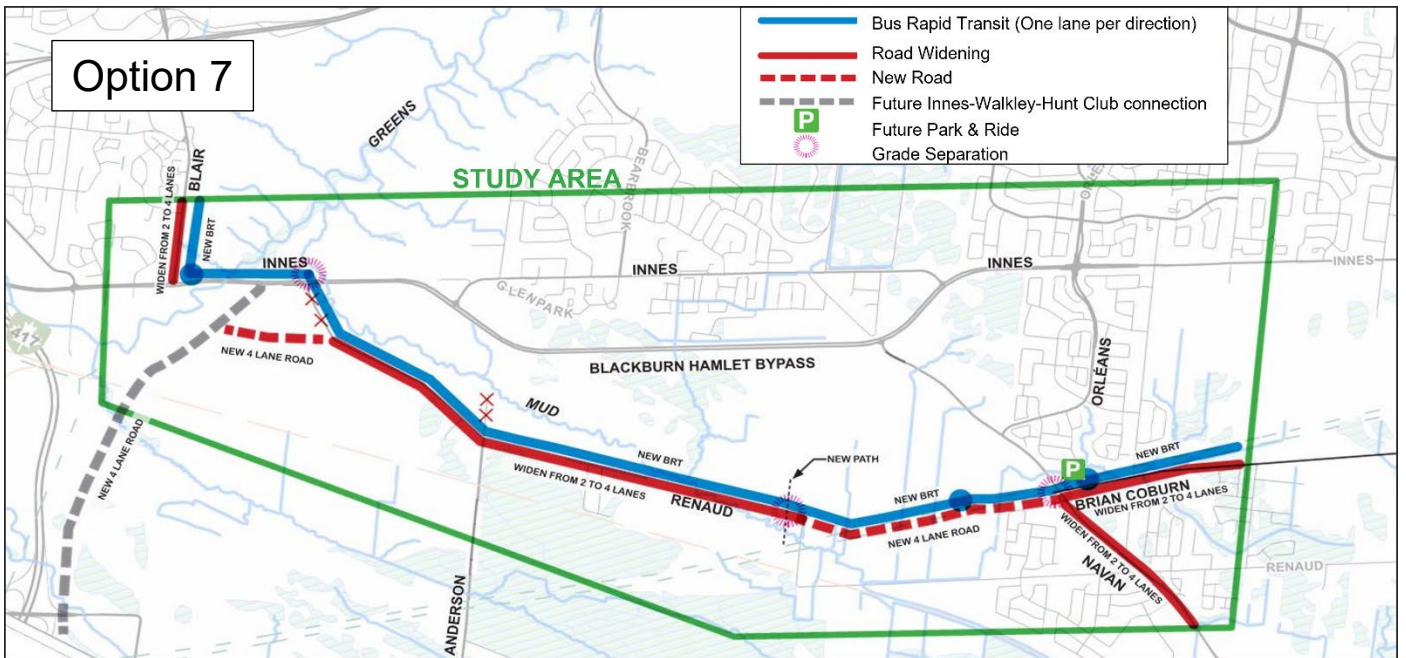


Figure 3: Interim Transit Priority Measures – Pending NCC Board Approval

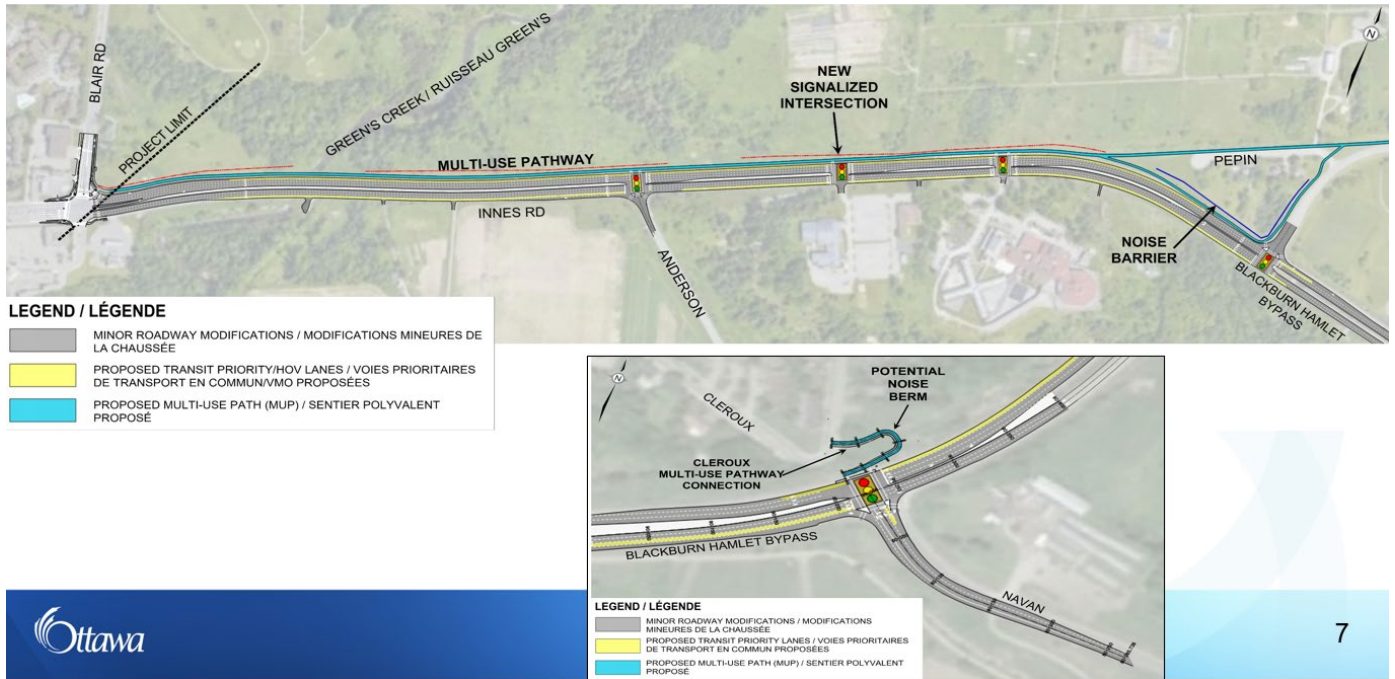


Figure 4: Renaud Road Realignment – Pending NCC Board Approval

