

**1. PUBLIC MEETING TO CONSIDER DRAFT REGIONAL OFFICIAL PLAN AMENDMENT 2 - TRIM ROAD REALIGNMENT, CITY OF CUMBERLAND**

**COMMITTEE RECOMMENDATION**

**That, having held a public meeting, Council enact a by-law to adopt draft Regional Official Plan Amendment 2 to the 1997 Regional Official Plan, attached as Annex A to this report, and that staff be directed to issue the required Notice of Adoption.**

**DOCUMENTATION**

1. Planning and Development Approvals Commissioner's report dated 9 Feb 2000 is immediately attached.
2. An Extract of Draft Minute, 22 Feb 2000, immediately follows the report and includes a record of the vote.

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf. Your File/V/Réf.	43-98-0112
DATE	9 February 2000
TO/DEST.	Coordinator, Planning and Environment Committee
FROM/EXP.	Planning and Development Approvals Commissioner
SUBJECT/OBJET	<b>PUBLIC MEETING TO CONSIDER DRAFT REGIONAL OFFICIAL PLAN AMENDMENT 2- TRIM ROAD RE-ALIGNMENT, CITY OF CUMBERLAND</b>

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### DEPARTMENTAL RECOMMENDATION

**That, subject to the public meeting, Planning and Environment Committee recommend that Council enact a by-law to adopt draft Regional Official Plan Amendment 2 to the 1997 Regional Official Plan, attached as Annex A to this report, and that staff be directed to issue the required Notice of Adoption.**

### PURPOSE

Proposed Regional Official Plan (97) Amendment 2 (ROPA 2) is before Planning and Environment Committee for a public meeting.

### BACKGROUND

Trim Road and Innes Road are the principal transportation axes for developing the “East Urban Community Expansion Areas” as identified by the City of Cumberland and ratified by the Regional Official Plan Amendment 34 of 1994. The new Regional Official Plan adopted by Regional Council in July 1997, includes the expansion areas as part of the Orléans Urban Centre, and the Transportation Master Plan (TMP), also adopted by Regional Council in July 1997, identified the need to widen Trim Road and Innes Road during the 1996-2021 planning period.

The Trim Road Environmental Assessment Study was initiated in March 1995 to identify and plan for modifications to the Regional Road system in the Trim Road (Regional Road 57)/St. Joseph Blvd.(Regional Road 34)/Innes Road (Regional Road 30) corridors to serve new development areas in the East Urban Community, in the City of Cumberland. Since then the Environmental Assessment study has proceeded in accordance with the Provincial Class Environmental Assessment Process for

Municipal Road Projects including environmental inventories, identification and evaluation of planning and design alternatives, public participation through Open Houses and meetings with agencies and property owners and the recommendation of a preferred alternative for each section of the Regional Road system.

Regional Council approved on June 10, 1998 the recommendations of the Trim Road Environmental Assessment Study and authorized the preparation and filing of an Environmental Study Report (ESR) in accordance with the Class EA process. No “bump up” requests were received by the specified date of October 23, 1998. The Region is now in the position to carry out the roadway design, protect rights-of-way, acquire property and undertake construction as outlined in the ESR.

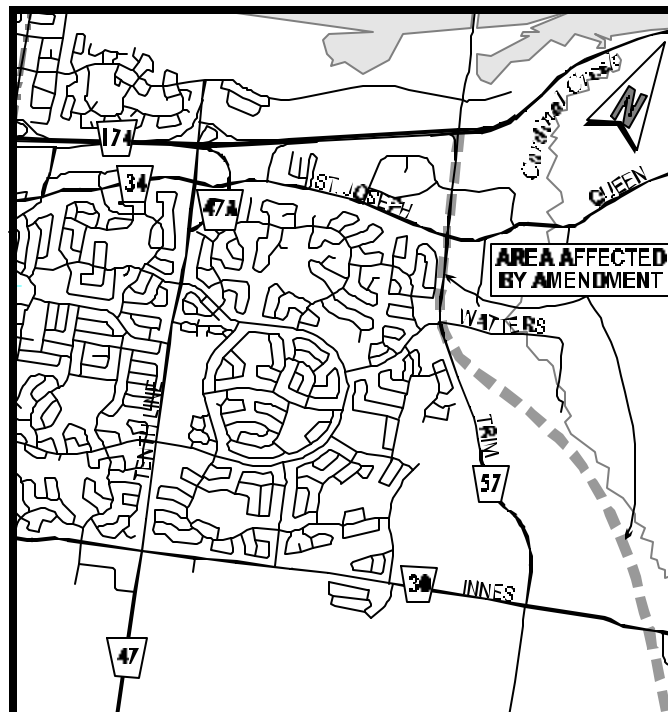
The Transportation Master Plan envisages the construction of Trim/St. Joseph/Innes roadway sections after the year 2006.

Proposed Regional Official Plan Amendment 2 and an amendment to the Official Plan for the City of Cumberland are required to implement the recommended new alignment of Trim Road as outlined in the ESR.

## DISCUSSION

### Proposed Regional Official Plan Amendment 2

The proposed amendment (Annex A refers) would permit the easterly re-alignment of existing Trim Road from south of St. Joseph Blvd. (Regional Road 34) to Watters Road in the City of Cumberland and show this new road alignment as a proposed regional road.



Amendment 2 would also establish an entirely new alignment for Trim Road from Watters Road to Innes Road/Frank Kenny Road. This proposed new alignment would be located to the east of the existing Trim Road, along the west bank of Cardinal Creek, and connecting with Frank Kenny Road, the recently developed north-south arterial which will link to Highway 417 at the Vars interchange. The Petrie Island corridor, the northerly extension of Trim Road, is being protected as a possible location for a future inter-provincial bridge.

The proposed amendment would remove the Frank Kenny/Trim Road connection as a proposed Regional Road (location undefined) from Schedules C1 and D1 of the Regional Official Plan.

The proposed amendment would also add the new alignment for Trim Road south from St. Joseph Blvd to Frank Kenny Road as a proposed Regional Road on Schedules C1 and D1 of the Regional Official Plan.

Amendment 2 would also add a proposed interchange with Regional Road 174 (former Highway 17) at Trim Road on Schedule C1. The rights-of-way protection policy for Trim Road is also amended on Schedules C2 and D2.

#### Circulation of Proposed ROPA 2

The proposed ROPA was circulated to the standard technical agencies and interested parties, including landowners adjacent to the proposed route. Comments were received from the City of Cumberland, the City of Gloucester, the Environmental Health Advisory Group, the RVCA, the Ministry of Municipal Affairs and Housing and a planning consultant representing the owner of lands (Orleans E & M Ltd.) located on the north-east quadrant of Trim Road and Innis Road. Their comments summarised below, are available for viewing in the Resource Centre in the Heritage Building.

Staff of the Planning Department of the City of Cumberland supports the proposed amendment.

The Ministry of Municipal Affairs and Housing, the Ministry of Citizenship, Culture and Recreation, the Rideau Valley Conservation Authority and the City of Gloucester had no objections to the proposed Official Plan amendment.

The Environmental Health Advisory Group raised concerns about the presence of unstable slopes along Cardinal Creek in the vicinity of the proposed alignment.

#### Staff Comment

The Trim Road Environmental Assessment (EA) Study examined and described the soil characteristics throughout the study area including those in close proximity to Cardinal Creek. Recognising the need to consider these soil conditions in the design of the roadway, staff intend to carry out more soil samples along the proposed corridor which will be used in the Functional Design stage of the project. As more

information is gathered, it will be possible to mitigate the effects of the soil through the design of the roadway structure and/or adjusting the alignment within the proposed right of way.

*Scanlon Associates* representing *Orleans E&M Ltd.* stated that his client's property (61.6 hectares) will be severely impacted by the proposed new alignment of Trim Road between Watters Road to Innes Road/Frank Kenny Road. He indicated that he submitted a draft plan of subdivision application on January 7, 1998 for this property and that it would not receive possible draft approval until the necessary approvals related to Trim Road were in place. He stated that the process has been delayed and therefore his client has not been able to proceed with the planning and development of its land.

In addition, he has concerns with the Region's approach to proposed mitigation measures as described in the Environmental Study Report for Trim Road.

#### Staff Comment

The Class Environmental Assessment for Trim Road commenced in March 1995 for Phases 1 to 4 of the EA process. The final phases are the detailed design including drawings, tender documents, construction and monitoring. Regional Transportation Committee approved the Environmental Assessment Proposal in April, 1996. The EA study since then proceeded in accordance with the Provincial Class Environmental Assessment Process for Municipal Roads Projects.

As was mentioned previously this process included opportunities for public participation through open houses and meetings with affected property owners. The location of the technically preferred alignment was discussed by Regional staff and the EA project consultants with Mr. Scanlon on a number of occasions in fall 1997 prior to his submission of the draft plan of subdivision in January, 1998 and afterwards in January and February 1998 with Regional planning staff.

The draft plan was circulated by the Region after it was submitted. Staff advised that the preferred alignment for Trim Road passes through the subject land and that staff were aware that Mr. Scanlon was involved in discussions with the Regional and City Staff in this regard. It was also stated that part of the draft plan was outside of the urban area (east of Cardinal Creek is in the Agricultural Resource Area designation in the Regional Official Plan) and that only the urban part could be considered for urban subdivision development. The draft plan is currently on hold.

The Final recommendations of the EA were considered on May 20, 1998 by Regional Transportation Committee (Annex B and C refers). Mr. Scanlon spoke at this meeting expressing his concern with the proposed alignment and the impact on his proposed plan of subdivision (referring to noise, landscaping and a pedestrian crossing to the natural area and park) (Annex C refers).

The Region's consultant (*Totten Sims Hubicki*) explained that noise attenuation was a major issue for residents along Trim Road (primarily Talcy Crescent) and that this was considered early in the study. It was stated that while mitigating measures could be provided as part of the road construction any future development that requires noise attenuation would be the responsibility of the developer.

Staff would advise that mitigation issues as raised by Mr. Scanlon, such as landscaping, are appropriately addressed at the time of final design and construction. Regarding the proposed pedestrian crossing to access the future community park, the ESR identified that this new crossing be at grade at a signalised intersection. This arrangement to access the future park is considered safe and appropriate.

Regional Council approved on June 10, 1998 the recommendations of the EA and authorized the filing of an ESR in accordance with the Class EA process (Annex D refers). No “bump-up” requests were received by the specified date of October 23, 1998.

The changes in alignment of Trim Road requires the City of Cumberland to review the concept plans for the affected Neighbourhood 1 of the Expansion Area and the remaining lands in the Fallingbrook Community as part of neighbourhood design leading to a Cumberland Official Plan amendment and in addition to undertake new servicing studies. Staff note that this part of the expansion area (subject to the draft plan of subdivision by Orleans E&M) is not currently planned to receive urban services (water and sewers) for some time (perhaps as much as 10 years). It was the intention of Regional Staff to circulate jointly the Regional Official Plan amendment and the local Official Plan amendment however, the City of Cumberland is not yet in a position to proceed with plan amendments.

In order to determine final property limits and requirements it is essential that the precise vertical and horizontal alignment, cross-section and other features of Trim Road be accurately defined. As such, staff intend to proceed to develop a preliminary design for Trim Road this year after approval of the Regional Official Plan amendment.

### CONSULTATION

Public notice of the proposed Regional Official Plan amendment was published in the *Ottawa Citizen*, *Le Droit*, and *Ottawa Sun* on January 28, 2000 and in the *Orléans Star* on February 8 and in the *Orléans Express* on February 10, 2000. In addition, notice of the public meeting and a copy of the proposed amendment 2 were mailed to various community associations and other interested parties. Public consultation was also conducted as part of the Trim Road Environmental Assessment Study.

### FINANCIAL IMPLICATIONS

There are no financial implications directly associated with the Regional Official Plan amendment. The Transportation Master Plan envisages the construction of Trim/St. Joseph/Innes roadway sections after the year 2006.

*Approved by*  
*N. Tunnacliffe, MCIP, RPP*

Attach. (1)

**DRAFT**  
**AMENDMENT 2**  
**OFFICIAL PLAN (1997) OF THE**  
**REGIONAL MUNICIPALITY OF OTTAWA CARLETON**

**PURPOSE**

The purpose of Amendment 2 is to:

- Permit the easterly re-alignment of existing Trim Road from south of St. Joseph Blvd. (Regional Road 34) to Watters Road in the City of Cumberland and show this new road alignment as a proposed regional road;
- Establish an entirely new alignment for Trim Road from Watters Road to Innes Road/Frank Kenny Road. This proposed new alignment would be located to the east of the existing Trim Road, along the west bank of Cardinal Creek, and connecting with Frank Kenny Road, the recently developed north-south arterial which will link to Highway 417 at the Vars interchange. The Petrie Island corridor, the northerly extension of Trim Road, is being protected as a possible location for a future inter-provincial bridge;
- Remove the Frank Kenny/Trim Road connection as a proposed Regional Road (location undefined) from Schedules C1 and D1 of the Regional Official Plan;
- Add the new alignment for Trim Road south from St. Joseph Blvd to Frank Kenny Road as a proposed Regional Road on Schedules C1 and D1 of the Regional Official Plan; and
- Add a proposed interchange with Regional Road 174 (former Highway 17) at Trim Road on Schedule C1. The rights-of-way protection policy for Trim Road is also amended on Schedules C2 and D2.

**BASIS**

Trim Road and Innes Road are the principal transportation axes for developing the “East Urban Community Expansion Areas” as identified by the City of Cumberland and ratified by the Regional Official Plan Amendment 34 of 1994. The new Regional Official Plan adopted by Regional Council in July 1997, includes the expansion areas as part of the Orleans Urban Centre, and the Transportation Master Plan (TMP), also adopted by Regional Council in July 1997, identified the need to widen Trim Road and Innes Road during the 1996-2021 planning period.

The Trim Road Environmental Assessment Study was initiated in March 1995 to identify and plan for modifications to the Regional Road system in the Trim Road (Regional Road 57)/St. Joseph Blvd.(Regional Road 34)/Innes Road (Regional Road 30) corridors to serve new development areas in the East Urban Community, in the City of Cumberland. Since then the Environmental Assessment study has proceeded in accordance with the Provincial Class Environmental Assessment Process for Municipal Road Projects including environmental inventories, identification and evaluation of planning and design alternatives, public participation through Open Houses and meetings with agencies and property owners and the recommendation of a preferred alternative for each section of the Regional Road system.

Regional Council approved on June 10, 1998 the recommendations of the Trim Road Environmental Assessment Study and authorized the preparation and filing of an Environmental Study Report (ESR) in accordance with the Class EA process. No “bump up” requests were received by the specified date of October 23, 1998. The Region is now in the position to carry out the roadway design, protect rights-of-way, acquire property and undertake construction as outlined in the ESR.

The TMP envisages the construction of Trim/St. Joseph/Innes roadway sections after the year 2006.

Proposed Regional Official Plan Amendment 2 and an amendment to the Official Plan for the City of Cumberland are required to implement the recommended new alignment of Trim Road as outlined in the ESR.

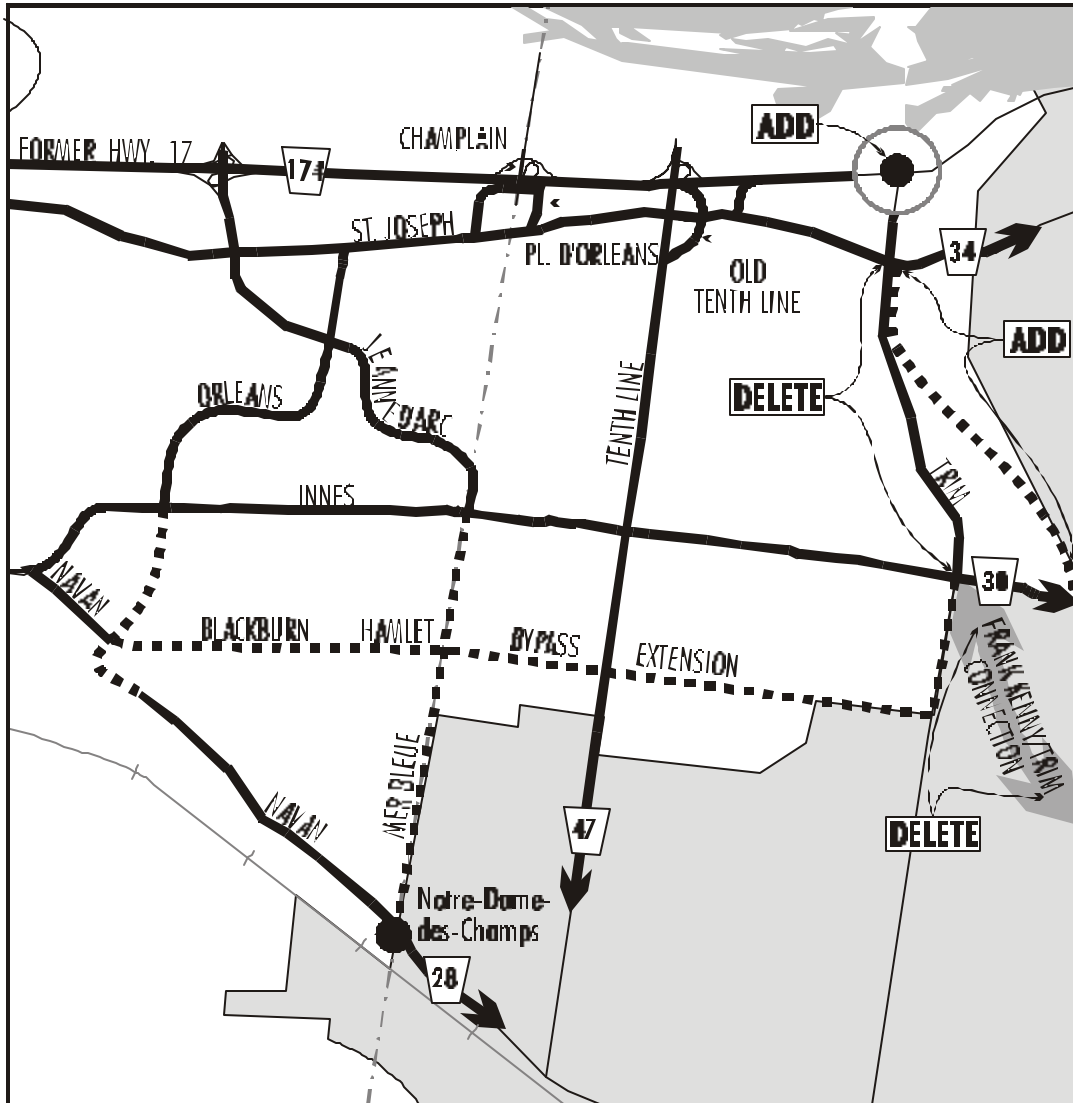
### **THE AMENDMENT**

1. Schedule C1, Future Urban Regional Roads Plan, is hereby amended as shown on Schedule 1 attached.
2. Schedule D1, Future Rural Regional Roads Plan, is hereby amended as shown on Schedule 2 attached.
3. Schedule C2, Urban Regional Roads Rights-of-way Protection Policy Plan, is hereby amended as shown on Schedule 3 attached.
4. Schedule D2, Rural Regional Roads Rights-of-way Protection Policy Plan, is hereby amended as shown on Schedule 4 attached.



**SCHEDULE "1" OF AMENDMENT 2 OFFICIAL PLAN (1997) OF  
THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON**

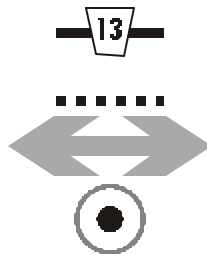
**LA CARTE LÉGALE "1" DE L'AMENDEMENT 2 AU PLAN DIRECTEUR  
(1997) DE LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON**



OFFICIAL PLAN - SCHEDULE "C1"  
FUTURE URBAN REGIONAL ROADS PLAN

PLAN DIRECTEUR - ANNEXE "C1"  
PLAN DES ROUTES RÉGIONALES FUTURES  
EN MILIEU URBAIN

- EXISTING REGIONAL ROAD  
(TO BE RETAINED IN THE FUTURE NETWORK)
- PROPOSED REGIONAL ROAD
- PROPOSED REGIONAL ROAD  
(LOCATION UNDEFINED)
- PROPOSED INTERCHANGE

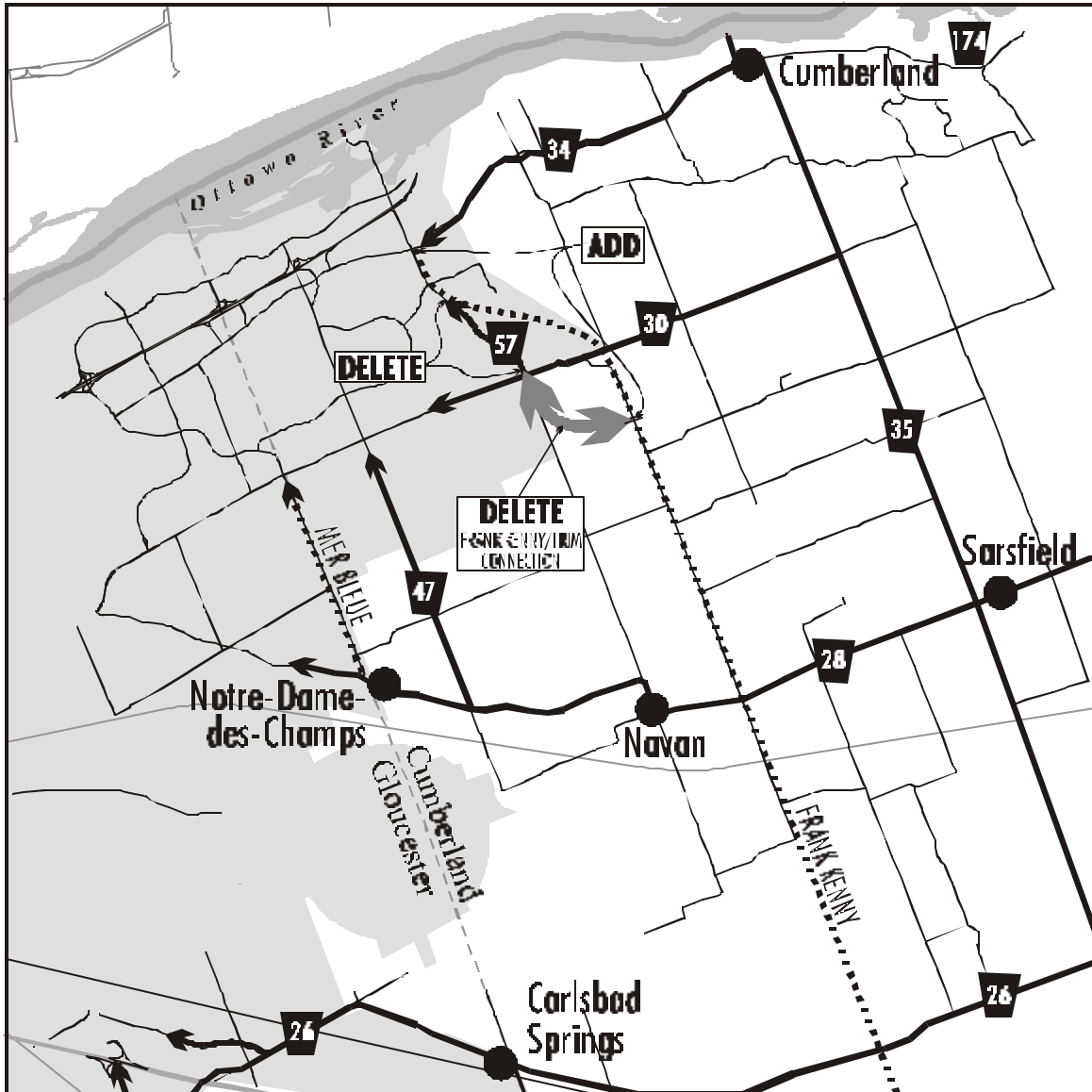


- ROUTES RÉGIONALES EXISTANTES  
(QUI SERONT RETENUES DANS LE RÉSEAU FUTUR)
- ROUTES RÉGIONALES PROPOSÉES
- ROUTES RÉGIONALES PROPOSÉES  
(ENDROIT NON DÉTERMINÉ)
- NOUVEL ÉCHANGER PROPOSÉ

Scale: 1 : 50,000



**SCHEDULE "2" OF AMENDMENT 2 OFFICIAL PLAN (1997) OF  
THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON**  
**LA CARTE LÉGALE "2" DE L'AMENDMENT 2 AU PLAN DIRECTEUR  
(1997) DE LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON**

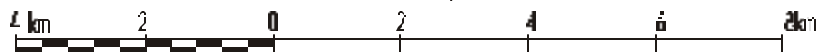


OFFICIAL PLAN - SCHEDULE "D1"  
FUTURE RURAL REGIONAL ROADS PLAN

PLAN DIRECTEUR - ANNEXE "D1"  
PLAN DES ROUTES RÉGIONALES FUTURES  
EN MILIEU RURAL

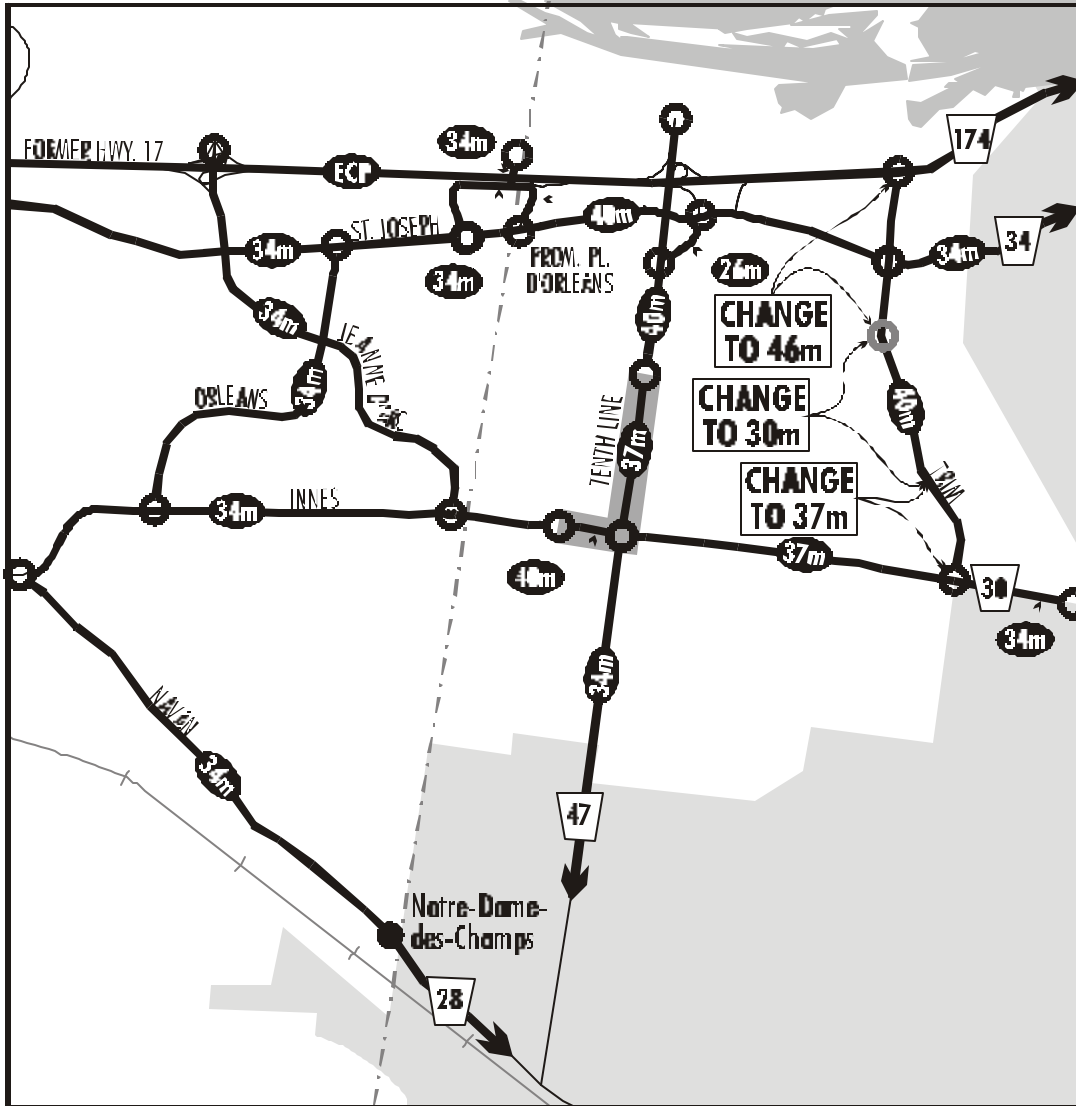
- |  |  |  |
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| EXISTING REGIONAL ROAD<br>(TO BE RETAINED IN THE FUTURE NETWORK) |  | ROUTES RÉGIONALES EXISTANTES<br>(QUI SERONT RETENUES DANS LE RÉSEAU FUTUR) |
| PROPOSED REGIONAL ROAD   |  | ROUTES RÉGIONALES PROPOSÉES  |
| PROPOSED REGIONAL ROAD<br>(LOCATION UNDEFINED)                   |  | ROUTES RÉGIONALES PROPOSÉES<br>(ENDROIT NON DÉTERMINÉ)                     |

SCALE = 1 : 100,000



**SCHEDULE "3" OF AMENDMENT 2 OFFICIAL PLAN (1997) OF  
THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON**

**LA CARTE LÉGALE "3" DE L'AMENDEMENT 2 AU PLAN DIRECTEUR  
(1997) DE LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON**

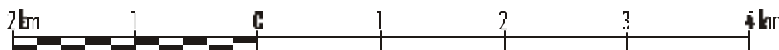


OFFICIAL PLAN - SCHEDULE "C2"  
FUTURE URBAN REGIONAL ROADS PLAN

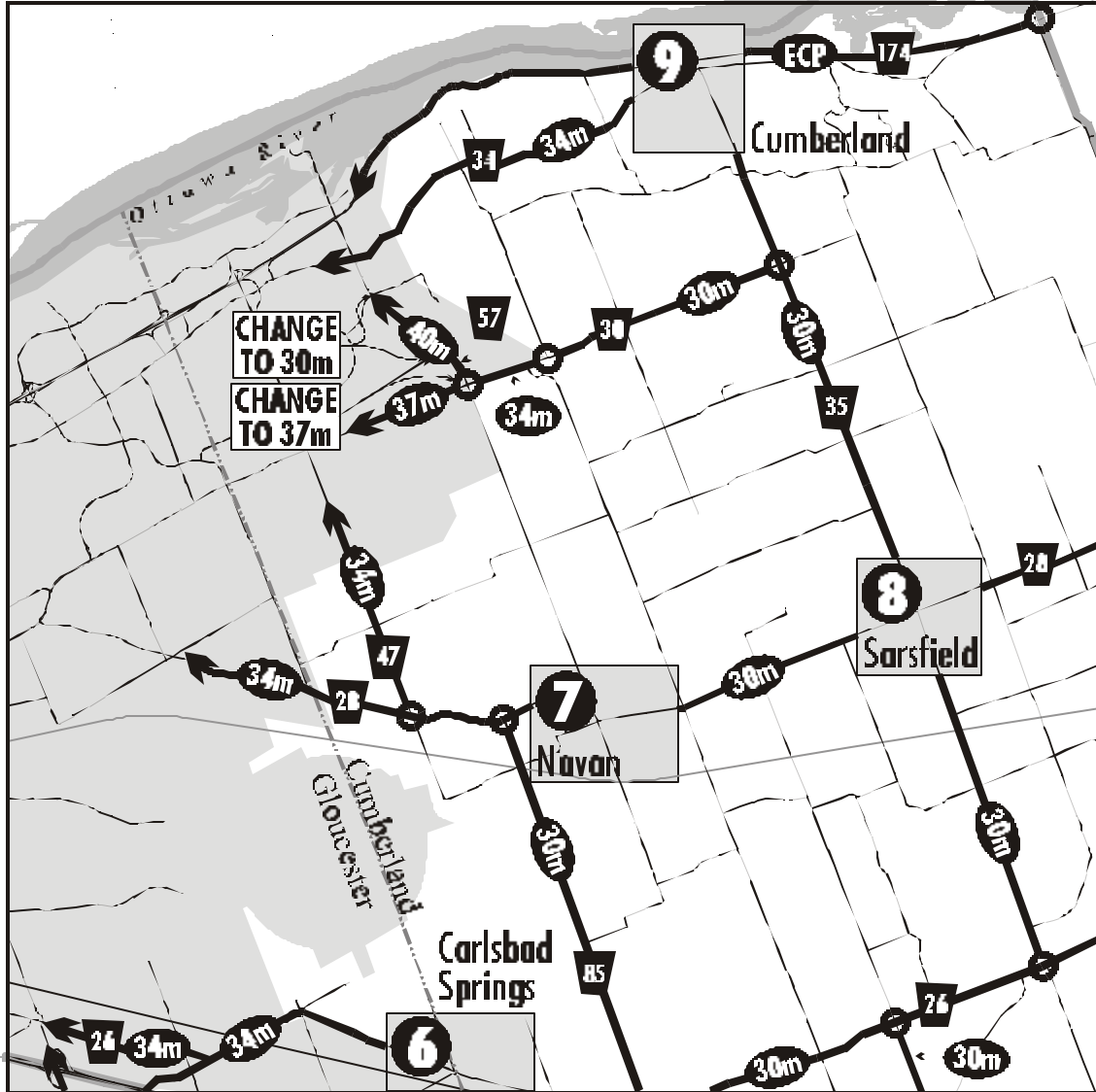
PLAN DIRECTEUR - ANNEXE "C2"  
PLAN DES ROUTES RÉGIONALES FUTURES  
EN MILIEU URBAIN

- |  |  |   |
|--|--|---|
| <b>RIGHTS-OF-WAY (METRES)</b>                          |  | <b>EMPRISES (MÈTRES)</b>                                      |
| <b>UNEQUAL WIDENINGS<br/>(SEE SECTION 9.9 IN TEXT)</b> |  | <b>ÉLARGISSEMENTS INÉGAUX<br/>(VOIR SECTION 9.9 DU TEXTE)</b> |
| <b>VARIABLE RIGHTS-OF-WAY</b>                          |  | <b>EMPRISES VARIABLES</b>                                     |
| <b>EXISTING ROADWAY CORRIDOR<br/>TO BE PROTECTED</b>   |  | <b>COULOIR ROUTIER EXISTANT<br/>À PROTÉGER</b>                |

Scale: 1 : 55,000



**SCHEDULE "4" OF AMENDMENT 2 OFFICIAL PLAN (1997) OF  
THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON**  
**LA CARTE LÉGALE "4" DE L'AMENDEMENT 2 AU PLAN DIRECTEUR  
(1997) DE LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON**

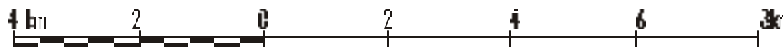


OFFICIAL PLAN - SCHEDULE "D2"  
FUTURE RURAL REGIONAL ROADS PLAN

PLAN DIRECTEUR - ANNEXE "D2"  
PLAN DES ROUTES RÉGIONALES FUTURES  
EN MILIEU RURAL

- |  |  |  |
|--|--|--|
| RIGHTS-OF-WAY (METRES)                       |  | EMPRISES (MÈTRES)                      |
| EXISTING ROADWAY CORRIDOR<br>TO BE PROTECTED |  | COULOIR ROUTIER EXISTANT<br>À PROTÉGER |

SCALE : 1 : 100,000



REGIONAL MUNICIPALITY OF OTTAWA-CARLETON  
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT  
RAPPORT

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Our File/N/Réf.	<b>23 09-97-0031</b>
DATE	23 April 1998
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Planning and Development Approvals Commissioner
SUBJECT/OBJET	<b>TRIM ROAD ENVIRONMENTAL ASSESSMENT FINAL RECOMMENDATIONS</b>

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### DEPARTMENTAL RECOMMENDATIONS

**That the Transportation Committee recommend Council approve:**

- 1. The recommendations of the Trim Road EA Study, prior to the preparation and filing of an Environmental Study Report (ESR) for the realignment and widening of Trim Road from Regional Road 174 to Innes Road, modifications to the Trim Road/RR 174 intersection, and modifications to sections of St. Joseph Blvd/Queen Street and Innes Road in the vicinity of Trim Road, as detailed in this report;**
- 2. The preparation of a Regional Official Plan (ROP) Amendment pertaining to the recommended new alignment of Trim Road.**

### BACKGROUND

The Trim Road Environmental Assessment Study was initiated in March 1995 to identify and plan for modifications to the Regional Road system in the Trim Road (RR 57)/St. Joseph Blvd. (RR 34)/Innes Road (RR 30) corridors to serve new development areas in the East Urban Community, in the Township of Cumberland, which had been approved as an Amendment to the 1989 ROP. Figure 1 illustrates the expansion areas and the sections of the Regional Road system under study.

In April 1996, Transportation Committee approved the Environmental Assessment Proposal (EAP) for the Trim Road Environmental Assessment. A draft EAP had been presented to the public at a Public

Open House held on 26 September 1995, and the final version which incorporated public input from the Public Open House, defined the scope of the study and outlined the process to be followed.

Since then the EA study has proceeded in accordance with the Provincial Class Environmental Assessment Process, including environmental inventories, identification and evaluation of planning and design alternatives, and the recommendation of a preferred alternative for each section of the Regional Road system.

A second Public Open House was held on 29 October 1996, and the study scope was expanded in July 1997 to examine future interchange options for the Trim Road/RR 174 intersection, following the transfer of Highway 17 (now RR 174) by the Ministry of Transportation to the RMOC. The third and final Open House was held on 25 November 1997, when the design alternatives, their evaluation, and the Technically Preferred Alternatives for each road section were presented to the public for review and comment.

Based on comments from the third Open House and from meetings with agencies and property owners, the Preferred Alternatives have been refined and confirmed by the Technical Advisory Committee for the study, comprising Regional, Cumberland and consultant staff, and are being brought forward for approval by Transportation Committee and Council.

The next step in the study is to prepare and file the Environmental Study Report (ESR) documenting the study process and recommendations, for the mandatory 30 day review period in accordance with Class EA requirements, following Council approval.

A Summary Report prepared by Totten Sims Hubicki Associates, study consultants, is available with the Committee Co-ordinator. Presentation drawings illustrating the Preferred Alternatives will be available at the Transportation Committee meeting.

## DISCUSSION

Trim Road and Innes Road are the principal transportation axes for developing the “East Community Expansion Areas” as identified by the Township of Cumberland and ratified by the Regional Official Plan Amendment No. 34 of 1994. The new Official Plan approved by Council in July 1997, includes the expansion areas as part of the Orleans Urban Centre, and the Transportation Master Plan (TMP), also approved by Regional Council in July 1997, identified the need to widen Trim Road/St. Joseph Blvd. and Innes Road during the 1996-2021 planning period.

As part of the EA process, alternative planning solutions and design alternatives were identified and evaluated. In addition, impacts and mitigation measures were also assessed. The planning and design alternatives are briefly described herein.

## Planning Solutions

In examining future transportation needs and available opportunities in the Trim Road/St. Joseph Blvd./Innes Road corridors, the EA study identified the following possible planning solutions:

- Do Nothing;
- Enhanced Transit Service;
- Transportation Demand Management Measures (TDM);
- Transportation System Management Measures (TSM);
- Diversion to Other Transportation Facilities; and
- Roadway Widening/Realignment.

The evaluation of planning solutions eliminated Do Nothing, TDM/TSM and Diversion to Other Transportation Facilities as not being reasonable or viable “stand alone” solutions. However, the evaluation did identify TDM and transit enhancement as necessary measures to be undertaken in conjunction with the road widening/realignment option, for which design alternatives were identified and examined in detail.

The technical work done in support of the TMP reconfirmed the residual need to add vehicular capacity to these corridors after appropriate allowance for the increased walking, cycling and transit share of peak period travel, the reduction of peak period trip activity due to TDM initiatives, the toleration of quality of service Level 'E' on the Regional Road network during peak periods, and the effect of TSM measures in increasing the efficiency of transportation network components.

## Design Alternatives

For the purpose of developing and examining design alternatives, the road system was divided into eight sections as illustrated in Figure 1, and listed below:

- Section 1 - Trim Road (RR 174 to Watters Road)
- Section 2 - Trim Road (Watters Road to Innes Road/Frank Kenny Road)
- Section 3 - St. Joseph Blvd. (1.0 km westerly from Trim Road)
- Section 4 - Queen Street (Trim Road to Cardinal Creek)
- Section 5 - Queen Street (Cardinal Creek to Frank Kenny Road)
- Section 6 - Innes Road (Trim Road to Frank Kenny Road)
- Section 7 - Innes Road (Frank Kenny Road to 1.0 km easterly)
- Section 8 - Trim Road/Regional Road 174 Intersection (with or without a bridge to Quebec)

Design alternatives, including cross section and alignment options, were developed in accordance with Regional and Township policies and standards. They were evaluated on the basis of seven major criteria; namely, safety, traffic operations, natural environment, social environment, economic environment, land use and property, and cost, with each criterion further sub-divided into individual indicators or measures.

### Technically Preferred Alternatives

Figure 2 illustrates the Technically Preferred Alternatives for the different roadway sections and the Trim Road/RR 174 interchange. A summary description of each of the preferred design options, including cost estimates in 1997 dollars, is given below.

1. Trim Road (RR 174 to Watters Road) - will follow the existing alignment from RR 174 to St. Joseph Blvd. and will be realigned to the east between St. Joseph Blvd. and Watters Road. The existing 11% grade south of St. Joseph Blvd. will be reduced to 4%. The road will be widened from two lanes to a four-lane, urban-divided cross section, including bike lanes and sidewalks on both sides, at an estimated cost of \$7 million. Additional right-of-way will be required to accommodate side slopes in the cut section of Trim Road between St. Joseph Blvd and Watters Road and property protection for an ultimate six-lane cross section is recommended.
2. Trim Road (Watters Road to Innes Road/Frank Kenny Road) - will follow an entirely new alignment to the east of the existing Trim Road, along the west bank of Cardinal Creek, and connecting with Frank Kenny Road, the recently developed primary north-south arterial in Cumberland, which will link to Highway 417 at the Vars interchange. The road will be constructed initially to a two-lane, urban-divided cross-section, including bike lanes and sidewalks on both sides, at an estimated cost of \$12 million. Property protection for an ultimate six-lane cross section is recommended.

It should be noted that protection of adequate right-of-way for a possible future six-lane cross section is recommended to meet Cumberland's build-out needs (beyond 2021) and the possibility of an interprovincial bridge in the Trim Road corridor.

3. St. Joseph Blvd. (1.0 km westerly from Trim Road) - will be widened from two lanes to a four-lane, urban-undivided cross section, including bike lanes and sidewalks on both sides (except in the vicinity of the escarpment where it will be limited to the north side only), at an estimated cost of \$5.5 million. The right-of-way widening will be entirely to the north side.
4. Queen Street (Trim Road to Cardinal Creek) - will be upgraded with improved horizontal alignment and a two-lane, urban-undivided cross section, including bike lanes and sidewalks on both sides, at an estimated cost of \$2 million.
5. Queen Street (Cardinal Creek to Frank Kenny Road) - will be relocated slightly to the north in certain sections and upgraded to a two-lane, rural-undivided cross section including bike lanes, at an estimated cost of \$2.5 million.
6. Innes Road (Trim Road to Frank Kenny Road) - will be widened from two lanes to a four-lane, urban-divided cross section, including bike lanes and sidewalks on both sides, at an estimated cost of \$4 million.



7. Innes Road (Frank Kenny Road to 1.0 km easterly) - will be upgraded with alignment modifications and a two-lane, rural-undivided cross section, including bike lanes, at an estimated cost of \$1.5 million.
8. Trim Road/Regional Road 174 Interchange - Figure 2 illustrates the preferred design option for upgrading the existing Trim Road/Regional Road 174 intersection to an interchange, at an estimated cost of \$4 million. The preferred design option has the flexibility for modification to increase capacity to accommodate growth in the longer term, beyond the 2021 planning horizon, and the possibility of an interprovincial bridge in the Trim Road corridor.

### Noise Impacts

Possible future noise impacts on existing properties along Talcy Crescent, to the west of Trim Road and south of St. Joseph Blvd., were assessed through a noise impact analysis, in accordance with MOE and RMOC guidelines. The analysis indicates that the impacts on these properties will be minimal and will not warrant any mitigation measures. At some properties, future noise levels will be reduced as a result of the proposed shifting of the Trim Road alignment to the east and the lowering of its profile in the vicinity of Talcy Crescent (St. Joseph Blvd. to Watters Road).

### Property Impacts

Property impacts will include five buyouts of residential properties (one on existing Trim Road and four on St. Joseph Blvd) and three potential buyouts (two on St. Joseph Blvd. and one on Trim Road). In addition, the new alignment of Trim Road (south of Watters Road) will require purchase of vacant development lands along Cardinal Creek for right-of-way purposes. There is a potential for settlement of adjacent homes, and for lowering of well levels along Gerald Street, resulting from the depth of cut required to reduce the existing grade on Trim Road. However, any potential impact will be verified during the preliminary design stage, and appropriately addressed in the final design and construction of Trim Road, between St. Joseph Blvd. and Watters Road.

### AGENCY COMMENTS

External agencies and interest groups were contacted throughout the course of the study and their comments and input are incorporated in the study findings and will be documented in the Environmental Study Report.

### PUBLIC CONSULTATION

Public consultation was undertaken through the three Open Houses held during the course of the study, and several individual meetings with property owners impacted by the proposed changes. Both verbal and written comments received during the study indicated a broad level of support for the undertaking. Additional opportunities for public input include representation at the Transportation Committee meeting and the 30 day period for comment following the filing of the Environmental Study Report.

### CONFORMITY WITH TMP/ROP

The recommendations of the Trim Road EA study are consistent with the Transportation Master Plan which identified the need to widen Trim Road, St. Joseph Blvd./Queen Street, and Innes Road beyond the first ten years of the 1996-2021 planning period. However, the new Trim Road alignment will require an amendment to Schedule C1 of the Regional Official Plan. The proposed amendment will be the subject of a public meeting, in September 1998, of the Planning and Environment Committee. The filing of the Trim Road ESR will coincide with the circulation of the draft Regional Official Plan Amendment to technical agencies and interested public.

### FINANCIAL IMPLICATIONS

There are no immediate financial implications arising from these recommendations as the preparation and filing of the Environmental Study Report are within the Council approved budget for the Trim Road Environmental Assessment Study.

Construction of the individual road sections identified is not included in the 10 Year Program identified in the 1997 ROP (Table 6, pgs. 23 & 24).

### FUTURE ACTION

The Environmental Study Report (ESR) will be prepared and filed in accordance with the requirements of the Class Environmental Assessment Process. During the 30 day review period that will follow, any person having concerns over the recommendations of the ESR may request that the project be “bumped up” to an individual environmental assessment.

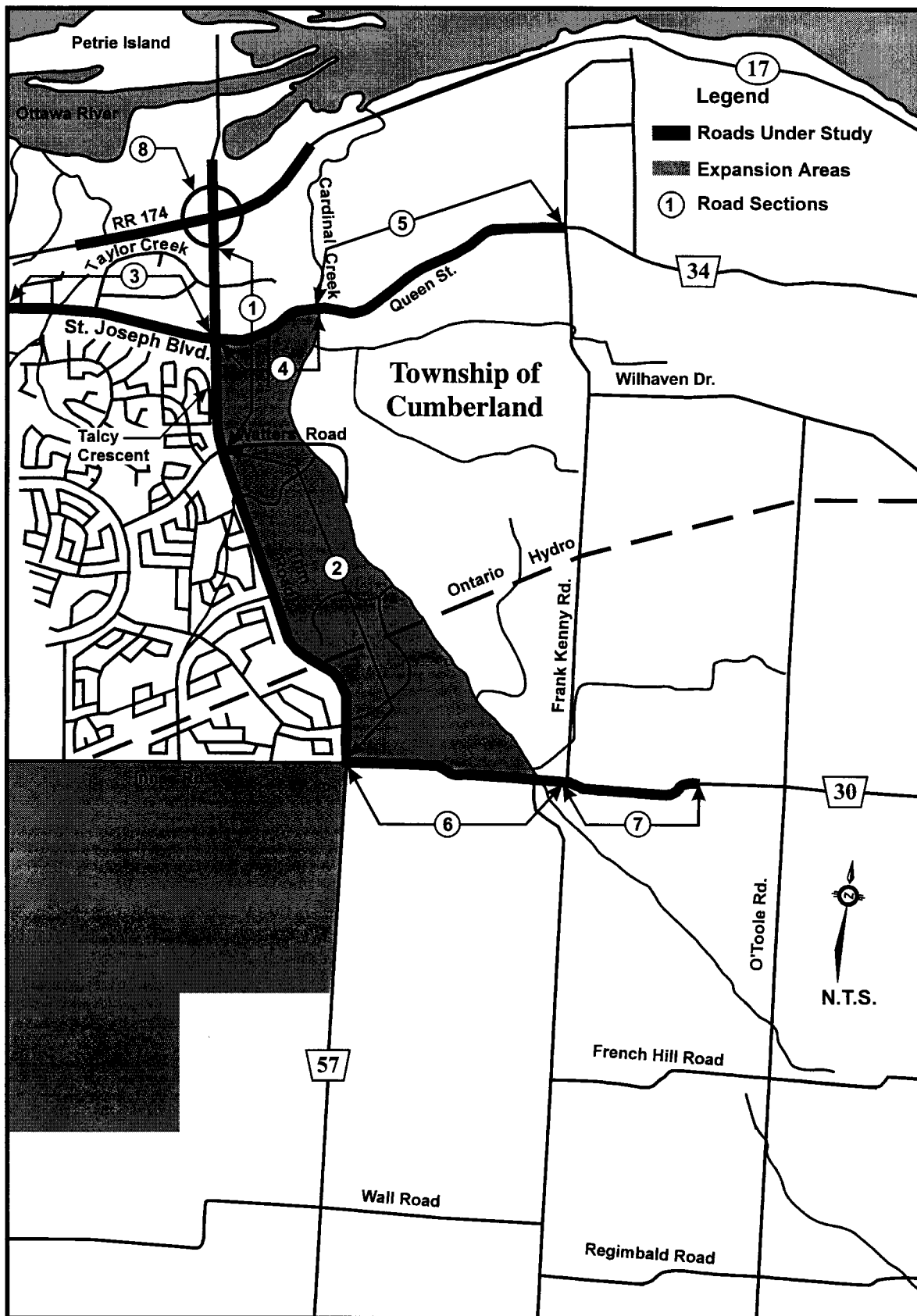
The approval of this Environmental Assessment will enable the RMOC to carry out detailed design, protect rights-of-way, acquire property and undertake construction. The Transportation Master Plan envisages the construction of Trim/St. Joseph/Innes roadway sections after 2006. However, in light of the proposed realignment of Trim Road, preliminary design work will have to be undertaken following the approval of the ESR to enable the Township of Cumberland to proceed with land use planning in this area and enable property owners to revise their development plans consistent with the new road alignment.

*Approved by  
Nick Tunnacliffe, MCIP, RPP*

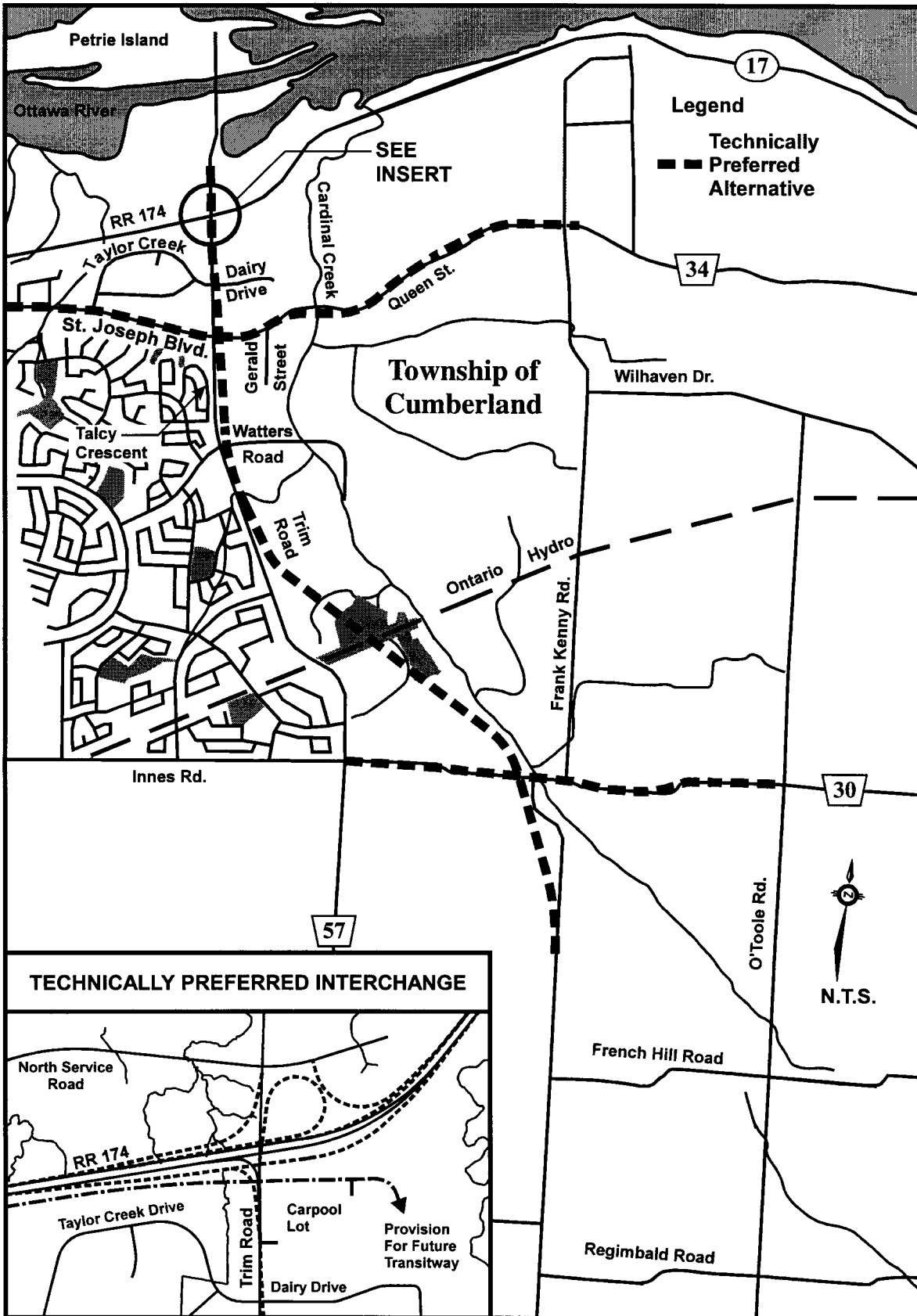
RP/md

Attach. (2)

Figure 1  
STUDY AREA



**Figure 2**  
**TECHNICALLY PREFERRED ALTERNATIVES**



Transportation Committee Minute  
20 May 1998

2. TRIM ROAD ENVIRONMENTAL ASSESSMENT -  
FINAL RECOMMENDATIONS

- Planning and Development Approvals Commissioner report dated 23 Apr 98

*Steve Taylor, Project Manager, Totten Sims Hubicki*, indicated this roadway expansion is necessary for the anticipated growth in the area. The need and justification for the project precedes development so that the road alignment location can be confirmed, thereby allowing Cumberland Township and adjacent land developers to plan accordingly. The traffic demand of future development will exceed the capacity for all modes of transportation. There is flexibility in this project to accommodate a future interprovincial bridge connection across the Ottawa River, as well as a north/south road linking Regional Road 174 to Highway 417 through the Township of Cumberland. He advised that concerns raised by the public during the open houses where the alternatives have been brought forward, have mostly been resolved, although there are still some isolated areas where there are individual concerns.

Given the projected timeframe of 2006 before the road is constructed, Councillor Doucet was somewhat reluctant to expand the system when it is not clear whether the Region will have enough money to maintain the existing road network. Rajan Philips, Planning Engineer, Transportation Infrastructure, advised that the EA study is consistent with the recommendations contained in both the Transportation Master Plan (TMP) and the Region's Official Plan. The timing is in the second half of the 25-year TMP and at this point there is no budgetary allocation for this project. This process will finalize the environmental assessment requirement that will enable the Region to identify the right-of-way limits so the Township can proceed with their plans for development in that area.

Councillor Legendre was concerned that the rejected alternatives were not contained in the staff report. He recognized a summary report was listed as being available, but preferred that it was part of the printed report in the agenda and hoped it would be so in future reports of this nature. R. Philips confirmed that the options brought forward were the ones preferred, but agreed the others could be made available to the councillor. S. Taylor added that what is being brought forward is that the public has been involved over the last few years and there is consensus by all stakeholders that those are the preferred options brought forward.

Councillor McGoldrick-Larsen questioned what this roadway would do for the long-term projections for employment targets in the Official Plan. Steve Cunliffe, Planning and Development Commissioner, Township of Cumberland advised that the employment projections for the Township meet the targets of the Regional Official Plan. In order to encourage that with the Townships' proposed north/south link between Regional Road 174 with

Highway 417, it provides the necessary transportation access which serves the Township's industrial parks and the area along the Queensway.

Councillor Cantin questioned why the park and ride lot is located on the south side instead of on the north side to facilitate those motorists coming in from the east and being on the right side as they come in. If and when an interprovincial bridge is built, he questioned whether the double-lane off ramp will be sufficient for left-turns onto the overpass to that bridge. Mr. Taylor advised that the project includes the flexibility in the southeast quadrant for a free flow ramp to go across the bridge. There is provision and it can be accommodated in that quadrant. The councillor indicated that if Council is thinking of doing that eventually, why not use the space inside that large loop on the north-east quadrant as well for a park and ride lot and then have two and the Region's transit needs could be accommodated for a long time. He felt the Region is missing an opportunity with all those ramps. S. Cunliffe advised that the Township has been attempting to achieve a balance between the transportation network, transit, park and ride and land use so if the area between Regional Road 174 and the Ottawa River is actually quite narrow and if there are too many park and ride lots, the township would not get its anticipated land use and therefore no need for the transit and it would not meet its employment objectives. The long-term plan is for a separate transitway to access that park and ride. S. Taylor added that the park and ride lot is located in that quadrant because it will facilitate local bus service past the lot.

*Willy Scanlon representing Orléans E & M Ltd.* indicated the company owns a rectangular piece of property of 150 acres on the north side of Innes Road and on the east side of Trim Road so the road expansion will pass through his land. There is currently a draft plan application on file with the Region for the land based on existing transportation and planning policies. They were concerned about the fact that their land has about 700 metres (2300 feet) of creek frontage and their current residential development plan takes advantage of this natural area. It will be totally displaced by this road and what they are beginning to see is a disassociation of future residents in this area from this very attractive natural area. He questioned therefore, what happens to this area and to the community if this road is constructed. They believe they will be left with a very ordinary area and since the beginning of this process, they have gone on record as opposing this alternative and preferred the alignment roughly in the Trim Road corridor. If the committee and Council approves the report, we would ask for some consideration i.e. mitigating measures, accompanying the recommendation to provide effective screening landscaping on the west side of the road, noise attenuation barrier on the west side of the road. He added that when this road becomes a four and six lane facility, there should be some consideration for a very safe pedestrian access to this road for the majority of residents who must cross the road to get to the natural areas. The other concern is that this study requires major reorganization of planning in this area, including his client's land, and whatever is approved, if there could be a strong commitment to preliminary design of the roadway so there can be some stability of right-of-way in the area and they can proceed with redesigning the communities.

In response to the comments about noise attenuation, S. Taylor indicated that this was a major issue for residents along Trim Road (primarily Talcy Crescent) and was discussed early in the study. He clarified that the preferred alternative reduces noise levels to that community and while he agreed mitigating measures could be provided as part of the road construction for the property referred to by Mr. Scanlon, any future development that requires noise attenuation would be the responsibility of the developer. S. Taylor also pointed out the results of the noise analysis which indicated that no noise attenuation measures will be required for existing properties in the vicinity of proposed improvements.

When questioned whether the Township plans to widen the access to the natural area, S. Cunliffe advised there will be pedestrian/cycling access as part of the construction of the north/south link. In response to another question posed by Councillor Cantin, S. Taylor stated the road will be constructed to a design speed of 90 km/h, but with a posted speed of 70 km/h. The councillor was concerned that straight flat roads often encourage motorists to drive faster and suggested that trees could be planted in the median to help calm the traffic somewhat. The Committee Chair suggested design speeds for roads may be an issue the committee might want to discuss at a policy session.

Councillor Kreling informed committee members that during the public meetings there were several alternatives put forward for the 8 roadway sections, all of which were viewed by the community on many occasions. He felt this project has received thorough scrutiny by the public. He maintained that the definition of the corridor is the primary concern, to ensure proper and efficient planning takes place in this end of the Region and will provide an opportunity for the community to have the type of development they need. He urged committee members to accept the report as presented so the Township can proceed with its future plans for development.

Councillor Meilleur supported the staff recommendations because she believed the road will remove the heavy traffic currently travelling through her downtown community to where it should be. She indicated that Trim Road would one day be the route to take traffic from Highway 417 to Quebec, and totally avoiding the downtown. She suggested that when staff are doing the design and acquiring property, they should bear in mind that this area there will be residential and the Region should build for the future and ensure those people do not suffer the traffic congestion that residents of the downtown have suffered for several decades.

Councillor McGoldrick-Larsen made note of the comments made previously about including all alternatives in future reports. She was concerned about the extent of the report and the debate that would ensue as a result of such detailed information being included. She appreciated the fact that the report does include reference to where the Summary Report is made available. The Committee Chair suggested that as a policy, the committee could discuss the option of having a consultant present at committee meetings when such reports are brought forward, to discuss the pros and cons of preferred alternatives.

**That the Transportation Committee recommend Council approve:**

- 1. The recommendations of the Trim Road EA Study, prior to the preparation and filing of an Environmental Study Report (ESR) for the realignment and widening of Trim Road from Regional Road 174 to Innes Road, modifications to the Trim Road/RR 174 intersection, and modifications to sections of St. Joseph Blvd/Queen Street and Innes Road in the vicinity of Trim Road, as detailed in this report;**
  
- 2. The preparation of a Regional Official Plan (ROP) Amendment pertaining to the recommended new alignment of Trim Road.**

CARRIED



**TRANSPORTATION COMMITTEE REPORT NO. 12**

2. **TRIM ROAD ENVIRONMENTAL ASSESSMENT - FINAL RECOMMENDATIONS**

**COMMITTEE RECOMMENDATIONS**

**That Council approve:**

1. **The recommendations of the Trim Road EA Study, prior to the preparation and filing of an Environmental Study Report (ESR) for the realignment and widening of Trim Road from Regional Road 174 to Innes Road, modifications to the Trim Road/RR 174 intersection, and modifications to sections of St. Joseph Blvd/Queen Street and Innes Road in the vicinity of Trim Road, as detailed in this report;**
2. **The preparation of a Regional Official Plan (ROP) Amendment pertaining to the recommended new alignment of Trim Road.**

**“CARRIED” with Councillor Doucet dissenting.**

Extract of Draft Minute  
Planning and Environment Committee  
22 February 2000

1. PUBLIC MEETING TO CONSIDER  
DRAFT REGIONAL OFFICIAL PLAN AMENDMENT 2 -  
TRIM ROAD RE- ALIGNMENT, CITY OF CUMBERLAND  
- Planning and Development Approvals Commissioner's report dated 9 Feb 2000

At the outset of the meeting, Committee Chair Hunter read a statement required under the Planning Act, wherein he advised that anyone, whose intention it was to appeal Regional Official Plan Amendment 2 to the Ontario Municipal Board (OMB), must either voice their objections at the public meeting or submit their comments in writing. Failure to do so could result in refusal/dismissal of the appeal by the OMB.

Don Moxley, Planner, Policy and Infrastructure Planning Division, Planning and Development Approvals Department, provided Committee with a brief overview of the staff report.

Noting one of the recommendations of Schedule 3 was to change an existing 40 metre right of way to 30 metres, Councillor Legendre asked for a reason for the seeming downgrade. He referred to a recent Ontario Municipal Board (OMB) hearing at which the potential for the Kettle Island corridor as a possible future bridge crossing had been discussed, and at which a width of 40 metres had seemed to be at the least, a minimum. Mr. Reid explained one intent of the 1997 Regional Official Plan (ROP) was to widen the existing Trim Road to meet future development requirements, including the possibility of a bridge. In this scenario, a 40 metre right of way would have been protected. In the intervening time, Mr. Reid said the department had completed an Environmental Assessment (EA), which recommended moving the future alignment of Trim Road away from the existing alignment, leaving the existing Trim Road as a local road with an arterial function. Mr. Reid clarified that the Schedule referred to a section of the existing corridor that no longer needed to have the potential to be widened to six lanes.

Responding to further questions from the Councillor regarding the rights of way to be protected in the new realignment, Mr. Reid explained the intention was to define the corridor so that the protection for a six lane arterial would be achieved. He said the specific rights of way would be determined at a subsequent detailed design phase, and noted that in some cases, the width might be more than 40 metres, but would be 40 metres at a minimum.

Committee then heard from the public delegations.

Len Beerschoten, a resident of Talcy Crescent, said he and his neighbours shared concerns regarding opportunities for input into the process. He noted the possibility of the construction of a four or six lane roadway behind their properties, presently farmland, would affect living conditions. He asked what the scope of the EA had been, or whether it had envisioned the possibilities of either a six lane highway or great amounts of traffic coming from Quebec. He

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argued that, to be useful, both of these conditions would have needed to have been assessed in terms of their impact.

Chair Hunter pointed out it was not normal for persons making presentations to ask questions of staff. However, he noted Committee and staff were trying to help as much as possible and he therefore allowed staff to formulate a response.

Mr. Reid noted the department had planned for the potential of a six lane corridor, and thereby had anticipated great amounts of traffic generated both from within a growing Orleans community, and also from a possible bridge to be constructed at Petrie Island, bringing additional traffic from Quebec. Mr. Reid said the inclusion of a bridge would require modifications to cater to the various movements resulting from a major connection across the Ottawa River. He advised all of these considerations had been fully covered in the EA report completed in 1998.

Mr. Beerschoten noted the report stated an Environmental Study Report (ESR), filed in accordance with the Class EA process, had not received a bump-up request. The speaker said he had not been aware a bump-up request was allowed or even what a bump-up request was. Mr. Beerschoten felt the document contained much that was unclear. Noting the document indicated that interested property holders had been consulted, the speaker said he had not been contacted for his input in any way. He said he had attended an open house session at which attendees had been shown a number of different options, and had been told development would not likely occur for at least ten years. He also said he had no knowledge of any of the information contained in the noise impact analysis. In addition, Mr. Beerschoten was concerned that no one had informed him of the potential for settlement of adjacent homes. He also expressed concern about the statement read by Chair Hunter at the beginning of the meeting, in that he had not been made aware of the need to submit anything in writing, failing which, he believed he would lose his right to appeal.

Chair Hunter explained that speaking at the meeting had gained Mr. Beerschoten the right to appeal. The Chair clarified the provision in the statement was an attempt to stop frivolous last-minute objections from those who might have competing commercial reasons, which could hold up amendments for unspecified lengths of time. He noted the intent was to gather information regarding legitimate concerns so that they could be dealt with in a fair way. Chair Hunter then asked staff to address the speaker's concerns regarding the potential for settlement of houses and the development's time frame.

Mr. Reid stated many concerns regarding noise, settlement, impacts on the creek, etc., would be examined in greater detail at the detailed design stage, and had been addressed in a preliminary fashion in the EA report. He explained a copy of the Environmental Study Report, which detailed what had been done thus far, was available for viewing at the Cumberland Town

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Hall. Mr. Reid outlined that the ESR had been completed after Regional Council had approved the alignment. Upon completion of the report, a Notice of Completion, detailing the next steps with regard to a bump-up, was placed in local and daily newspapers. Mr. Reid said the public had 30 days to voice concerns to the Minister with the alignment as approved. Mr. Reid noted no bump-up requests were received by the specified date of October 23, 1998, after which time, the alignment was assumed to have been approved by the Ministry. He said this is why the department was now in a position to proceed. However, he noted the construction of this roadway was seen to be beyond the ten year horizon, and that there would be many more steps in the process, including public meetings and hearings at the detailed design phase as the construction time frame approached. Mr. Reid said the process would be driven by the rate of the Orleans community's development.

Chair Hunter pointed out the main purpose of the public meeting was to protect the rights of way so that no development could take place within them, which would make it difficult to build a road in the future.

Mr. Reid confirmed this, noting the ROPA would allow the secondary planning to proceed with the new alignment in place, and would allow for the corridor to be acquired and protected for eventual use as and when required. He said the fundamental reason for the ROPA was to establish the legal basis to protect the corridor and to apply conditions on developers. He explained establishing the alignment would let developers and property owners know the limitations of where development could occur, and would allow the future internal subdivision road network to be determined, so that the whole road network could operate in a satisfactory manner.

The Committee Chair noted it was not unusual to have a lengthy period of time between protection in the Official Plan and the building of the actual roadway and he cited the Blackburn Hamlet by-pass and Hunt Club Road as examples.

As a final comment, Mr. Beerschoten felt that the newspaper publication of such notices was not a sufficient means of notification.

Chair Hunter noted the EA process usually included a mailed notification to neighbouring property owners. Responding to a question from the Chair, Mr. Beerschoten said the only notification he had received within the last two years regarding the EA Process had been a notice of an open house.

Responding to Chair Hunter's concern regarding notification of the public at the start of such processes, Mr. Reid explained the department had contacted many interested residents. He said notices were delivered at the time of the public meetings, and efforts had been made to

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alert those concerned that the meetings were taking place and the issue was underway, in addition to which the local Council had been informed.

Addressing Mr. Beerschoten's reference to the potential for noise, Councillor Legendre noted the staff report stated that mitigation measures would not be warranted. He asked if this was the time to consider the need for such measures, or whether their consideration at a subsequent detailed phase would be more appropriate. Mr. Reid felt early assumptions regarding the need for such measures might be incorrect, and that determinations of traffic volume and its noise implications would be better assessed nearer the time of construction. He noted the present proposal would shift the road away from Talcy Crescent and would place it into a cut which would provide a degree of noise mitigation. He said this was the basis of the conclusion that no noise mitigation would be required. He said future subdivision development would require re-examination of the noise issue, as developers backing onto the future arterial would likely, as a condition of development, have to build noise barriers along the corridor to protect residents from noise.

Responding to another question from Councillor Legendre regarding access onto the future arterial, which was not indicated on the map, Mr. Reid explained that limited roadway access would be incorporated as part of the planning of the future subdivisions. He also confirmed for the Councillor that private driveways would not have road access, although existing houses along the proposed corridor would continue to have such access.

The Councillor felt this might lead to a dangerous situation in future, with the roadway at full capacity, especially if it were to form part of an inter-provincial bridge crossing. Mr. Reid noted the Region could acquire the properties if it wanted to fully prevent such access, but he did not believe such extremes were called for. He noted although it was desirable to limit such access, it was not unusual for some Regional Roads.

Glen Edwards, a local resident maintaining farmland in the vicinity of the subject area, also voiced concern regarding the issue of notification. He said that despite attending open houses and submitting comments in writing, he had received no response, despite his status a landowner in the area. He said he had received information only after phoning Councillor van den Ham and Messrs. Reid and Moxley. Mr. Edwards then asked why staff were proposing to delete the old Trim Road, as he felt the present route was adequate. He said the proposed corridor would cut through scenic development property which included a duck pond, deer habitat, a set of caves and a waterfall. The speaker felt putting a highway alongside this area would have a greater impact on the environment than using an existing roadway. While Mr. Edwards felt a north-south link was needed, he was opposed to its proposed location, which would cut off access to a number of roads used for farm access on either side of Frank Kenny Road. In closing, Mr. Edwards wondered what would become of his property should the Region proceed as planned.

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Committee Chair Hunter stated he could not understand why Mr. Edwards had not received notice of the meeting and asked Mr. Moxley to explain.

Mr. Moxley advised staff were using a huge data base that had to be synthesized down and unfortunately, some people were apparently missed. He explained the Planning Act requires that notice of Amendments either be advertised in the newspapers or sent out to landowners and people within 120 meters; Regional staff try to do both. He advised the Planning Act requirements were covered by advertising in the local newspapers and staff did endeavor to deliver to Mr. Edward's father, a package of information by Priority Post last Thursday.

In response to questions posed by Mr. Edwards and at the request of Chair Hunter, Mr. Reid advised Frank Kenny Road is being upgraded by the City of Cumberland, to develop a major north-south road linking Trim Road at Innes Road with the Vars interchange. He explained the road has been constructed from Innes Road to Navan Road and the second section from Navan Road to the Vars interchange is likely to be constructed in the near future. He emphasized this was an initiative of the City of Cumberland.

Chair Hunter asked, when Frank Kenny Road becomes a completed north-south link, if it would be classed as an arterial road. Mr. Reid replied this was the intention and is reflected in the Regional Official Plan. He noted the Environmental Assessment for that corridor was carried out by the Township of Cumberland several years ago.

Mr. Edwards also had questions about 10<sup>th</sup> Line Road and the fact that it "stops dead"; he asked what the Region's intentions were in this respect. Chair Hunter noted this was not the subject of the realignment but allowed staff to answer the question.

Mr. Reid noted 10<sup>th</sup> Line Road interchanges with Highway 174, and connects with Jeanne D'Arc (which runs east and west) and the road that runs easterly to Trim Road. He stated this is where 10<sup>th</sup> Line Road was planned to end and there has never been any consideration that there should be a bridge at the end of 10<sup>th</sup> line Road. Mr. Edwards felt this should be looked at. He said as a member of the local fire department, he has often had to pull cars out of the fence at the end of the road, because the people did not realize it was a dead end.

Councillor Legendre noted the alignment shown on the map would consume a small amount of Mr. Edward's property, perhaps 10 to 15%. He noted the speaker had also indicated all of this land has been planned to be subdivisions in the future (although it is agricultural now). He asked what the impact of this alignment would be on the speaker as a property owner. Mr. Edwards replied there would be an increase in traffic and would hamper their ability to get machinery onto the land to remove the crops. He noted as well, the increased traffic volume would also have an impact on agricultural land he owns further down the road.

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Councillor Legendre stated he could not see the impact on this property, apart from the 10 to 15% that will presumably be expropriated. He asked staff if indeed this land would be expropriated. Mr. Reid replied this would not necessarily be the case. He postulated that in the fullness of time, developers will probably acquire the farm fields and submit plans of subdivision.

At that time, there will be conditions imposed upon those developers to make the property available at no cost or minimum cost to the Region for the purpose of this corridor. Mr. Reid explained this is one of the reasons for determining the corridor, so that it is known what the Region will need and will be able to acquire it when the opportunity arises.

In concluding his remarks, Mr. Edwards stated he did not understand why the Region would even need 10 or 15% of his land, as he felt there was nothing wrong with the existing road and suggested it could continue on as it is.

Lionel Laurin advised he was appearing on behalf of Debbie Wright and Tracy Wright, who own land affected by this realignment, so that they would retain their right to appeal this Amendment to the Ontario Municipal Board, if it is approved. Mr. Laurin began by expressing concern that the Wrights were not notified of this meeting and only became aware of it because Mr. Laurin saw the advertisement in the newspaper and drew it to their attention.

Mr. Laurin went on to explain the proposed corridor cuts through the Wrights' farm. He noted they had sold 25 acres of this land four years ago for \$7 million. However, because of impediments encountered by the developer, the sale was nullified two and half years later. Mr. Laurin questioned why the Region would choose to cut through this valuable land.

Committee Chair Hunter asked Mr. Reid to explain the rationale for the realignment of Trim road. Mr. Reid advised it was simply a matter of good planning, to put a major arterial around a community, rather than through the middle of it. He said this realignment recognizes the urban boundary is going to extend to the creek and the major swing in the road to the east, will bring this major arterial around the community as much as possible and reduce its impact on the community. He said the possibility that there may be an inter-provincial bridge in this area, made it even more important to route the road around the community. He said recognizing that urban development will occur, staff and the consultants were of the opinion that, instead of widening an existing corridor in the middle of urban development, it would be best to develop a new corridor that will adequately protect the future population and leave the existing corridor to become a local road.

Councillor Munter noted the speaker was quite right on the issue of notification and he said he hoped the Region's systems for notification could be improved.

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The Councillor went on to note the speaker had mentioned the near-sale of 25 acres of the Wrights' land for \$7 million and that part of their concern was the loss in value of the land if the road goes through. Councillor Munter pointed out that, given this land will be developed into subdivisions, the value of the land will actually increase if there is better access to roads.

Mr. Laurin said he did not see it this way. He said once the road cuts through the middle of a property, there is no longer access to it and it will not be saleable.

Gus Dhanda advised he lived at 1465 Trim Road, across from Water Street. Mr. Dhanda said he would be directly impacted by this realignment, as the proposed route goes directly through his house. He said he had attended a meeting in December 1997 and a few options were given to him at that time. He said he was not clear when these options could be applied and was before the Committee to clarify this.

Committee Chair Hunter advised for the immediate future and probably for the next 10 years it would basically be life as usual. After that if the property is needed for the road alignment, the attempt will be made to acquire the land by mutually agreeable terms and failing that, there is a process under the Expropriation Act of Ontario to acquire the property.

Mr. Reid added as the project moves into the next steps of more detailed design, issues such as Mr. Dhanda's would be addressed and options looked at to see if there was any way to avoid expropriation. If however, there is no alternative but to expropriate, then expropriation would take place as the Region got closer to construction. He added, in the Environmental Assessment (EA) report that was dealt with many months ago, it was recognized that property impacts would include five buy outs of residential properties.

Victor Fowler stated he lived at 1379 Talcy Crescent. Mr. Fowler advised he had attended the open house when the EA report was explained and various alternatives were looked at. He said however, the term "bump-up", which had been used earlier in the meeting, was unfamiliar to him. He said he was not aware there was an opportunity to make such a request and in fact, he was not absolutely sure what it meant. Mr. Fowler stated if it meant increasing any element in terms of the environment or reducing noise, his "bump up" request and that of his neighbours, would be that the alignment in the vicinity of St. Joseph's Blvd. and Queen Street be made further to the east.

Mr. Fowler went on to point out the staff report states it is unlikely there will be significant noise impact. He said he currently finds the noise unsettling, particularly in the summer and he said he was not sure that changing the grade and relocating the road some 40 metres to the east will be a better situation because of the greater number of vehicles and heavier vehicles, that will be using the road. As well, Mr. Fowler noted Mr. Reid had indicated it was premature to address the noise issues at this stage, as further engineering studies will make a determination. Mr.



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Fowler, therefore felt it was prejudicial for the report to state no noise attenuation measures would be required for existing properties in the vicinity of the proposed improvements.

The speaker went on to address the issue of settlement and noted this was the first time he had heard about this possibility. Mr. Fowler pointed out the area is on a fault line and he said this fact, combined with the cutting and the additional traffic, could increase the likelihood of settlement of these homes and he suggested the analysis should take this into consideration.

Chair Hunter advised settlement is most likely to occur in areas with clay conditions. When the water is drawn down to change the profile of the land in the area, the soil dries out and that causes settlement. He noted before work starts, the Region or its agent would go in and do a pre-work survey of the house and the condition of the foundation, etc. Then, after the work is done they will come back and check again and any repairs or restitution necessary, will be done at the cost of the agency doing the work.

The Chair then asked Mr. Fowler how far east he would suggest the realignment be moved. Mr. Fowler replied a minimum of 60 metres would be sufficient.

Chair Hunter asked staff if this would be possible, to which Mr. Reid replied this would be considered at the detailed design stage. He advised there is already a proposal to shift the alignment a distance of between 60 to 90 metres from the homes at Talcy Crescent. This shift and the fact the roadway is being put into a cutting, thereby reducing the gradient in consideration of heavy trucks, will be positive from the point of view of noise mitigation. Mr. Reid said it remains to be seen whether it will be necessary to refurbish the existing noise barrier but whatever is required will be done at the time of construction.

Councillor Stewart sought clarification on the speaker's suggestion to shift the road to the east. Mr. Fowler confirmed he was referring to a shift east of the current Trim Road.

Having heard from all public delegations, the matter returned to Committee.

Responding to questions from Councillor Stewart, Mr. Reid confirmed there would not be a great impact on existing residents if the current alignment of Trim Road remained, but as the community develops if the corridor were left the way it is, there would be a six lane road going through the middle of a community. By moving the road, the community will remain virtually all on one side of the road rather than be divided in two.

Councillor Stewart asked where the notion of the realignment was originally conceived. Mr. Reid advised when the Environmental Assessment Study was initiated, the original thinking was that the existing road would be widened. However, during this process staff and consultants came to the conclusion there was a better solution in light of the fact there was a major corridor

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to the south (i.e. Frank Kenny Road). They felt Trim Road should connect as directly as possible into Frank Kenny Road so that there was a more direct connection from Trim Road right through to Highway 417 at Vars.

Councillor Legendre noted one of the earlier delegations commented on the proximity of the suggested corridor to the creek and that the creek was a beautiful environmental area. He felt the proposed corridor was rather close to the creek and that more distance could have been left between the corridor and creek, while still joining with Frank Kenny Road south of Innes Road. Mr. Reid advised the exact location of the road and the exact distance from the Creek was not yet established but rather, this would be done at the detailed design stage. He noted the proximity of the road to the creek would be controlled by a number of engineering factors, as well as consideration for the natural environment.

Councillor Legendre questioned the reason for going so far east. Mr. Reid explained staff want to have the road go around the urban community that will develop over to the creek. He said the creek would be part of the urban community and there would be a delicate balancing act between property for creek versus property for urban development with the road dividing them.

Councillor Legendre said he was mystified that the physical presence of the creek would be preserved but that it would perhaps be made an undesirable place to be if 20 metres away, there is a continuous stream of semi-trailers. He questioned why the road would not be further away from the creek so that it could remain a usable feature. Mr. Reid said those were precisely the considerations that will have to be taken into account in determining how close the roadway should be to the creek to ensure that a balance is achieved.

Councillor Stewart said she believed that in looking for the common good, staff were on the right track, as there will always be some winners and losers. She said she was concerned about the potential impacts on Cardinal Creek. The Councillor recalled what happened to Sawmill Creek when the Region put in the Transitway and hugged it so close that they actually straightened out some meanders in the creek which was absolutely unnecessary. She expressed the hope that a natural feature such as this creek would be respected in the choosing of the final corridor.

Councillor Stewart went on to say her other concern was with the notification process. She said she realized that under the Planning Act, staff had done the minimum required and perhaps even gone beyond that but she questioned whether that was truly enough. Councillor Stewart felt that to effect major changes to private property without informing the property owner, defied logic. She said she hoped that in moving to the one City, there would be a more comprehensive notification policy.

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Committee Chair Hunter indicated he would dissent on the staff recommendation. He voiced a concern that the realignment was largely based on the premise that increased traffic would result from a bridge which he did not think either should, or would ever be built, therefore he did not believe Committee and Council should do anything to aid its construction. The Chair felt the Kettle Island corridor would be a better location for an interprovincial bridge than the Petrie Island corridor. Further reflecting the comments of property owners who had noted the possibility of financial losses associated with the redesignation of land from urban to parkland, the Chair felt it was unfair and improper to take away this potential property investment from individuals who had had such an expectation for a number of years.

Councillor Hill said that in light of views expressed by the public delegations, she too would not support the staff recommendation.

Councillor Legendre said he would support the recommendation, with the proviso that the plans and positioning of the road were only conceptual, allowing for the possibility of alternate alignments in the vicinity of Innes Road and away from Cardinal Creek, which would be included in a future report to Committee, with a more detailed study.

Mr. Reid confirmed this would not be the final design, and that the purpose of the ROPA was to allow staff to proceed with confidence into the detailed design of the alignment and to address the issues expressed by those concerned, in greater detail.

In closing, Councillor Legendre expressed disappointment with the Committee Chair's view regarding the interprovincial bridge corridor. He felt the choice of the Petrie Island corridor made more sense, noting the Region had already paid for a study in which it had participated, in cooperation with the National Capital Commission (NCC) and the Communauté Urbaine de L'Outaouais (CUO).

The Committee then considered the staff recommendation.

**That, having held a public meeting, the Planning and Environment Committee recommend that Council enact a by-law to adopt draft Regional Official Plan Amendment 2 to the 1997 Regional Official Plan, attached a Annex A to this report, and that staff be directed to issue the required Notice of Adoption.**

CARRIED

YEAS: W. Stewart, D. Beamish, M. Bellemare, J. Legendre and A. Munter....5

NAYS: B. Hill and G. Hunter....2