

Overview

This *Information Bulletin* has been prepared to provide a common understanding of the Cumberland Transitway for the portion east of Trim Road to Frank Kenny Road, for the Preliminary, Detailed Design and Environmental Assessment requirements.

Project Background

The Cumberland Transitway was planned to address the on-going development within the East Urban Community (EUC). The Cumberland Transitway is identified as Bus Rapid Transit in the Section 1 portion of the network from Navan Road to Tenth Line Road, and also in the Section 2 portion from Tenth Line Road to Frank Kenny Road. The Millennium Sports Park immediately east of Trim Road is located beyond the terminus of the original Transitway EA. An extension of the proposed Cumberland Transitway from Trim Road to Frank Kenny was requested in order that the school and sports park be carefully planned and integrated with the transit system extension. *This information bulletin covers the portion of Section 2 focusing on the Cumberland Transitway Extension as illustrated below.*



Environmental Assessment Requirements

The Environmental Assessment (EA) completed for the proposed Cumberland Transitway between the existing Blackburn Hamlet Bypass and Trim Road was approved by the Minister of the Environment (MOE) in May 2000. The EA established the corridor location from the Blackburn Hamlet Bypass to Trim Road. Additional EA approval will be required for the extension of the transitway between Trim Road and Frank Kenny Road. To complete the EA for the Transitway Extension the project will follow the provincial Transit Project Assessment Process as set out in Ontario Regulation 231/08 – 'Transit Projects Regulations'. The regulation provides a framework for focused consultation and the assessment of potential environmental effects and decision-making to be completed within a regulated six-month timeframe.

Proposed Alignment

The figure below illustrates the preliminary alignment for the Cumberland Transitway Extension.



Objectives

The objectives of the Cumberland Transitway Extension remain as stated in the EA as follows:

- service both existing and future foreseeable development patterns and provide a high level of overall service;
- have minimal adverse effects on the existing communities and natural features within the corridor under consideration;
- incorporate geometric standards outlined in the Transitway Design Manual for efficient, comfortable and safe operation;
- have maximum flexibility with respect to the incorporation of station features including park and ride, drop and ride, transit ramp access and pedestrian access; and
- be compatible with proposed area stormwater management plans, subdivision plans, and future infrastructure.

The functional requirements of the transit station and how it interfaces with the surrounding community are crucial factors in the overall facility planning.

Existing Conditions

The existing environmental conditions in the study area have been documented. These will be used to provide a foundation for assessing how the environment might be affected by a transit facility. During the Environmental Assessment it will be necessary to identify design coordination topics requiring further discussion and coordination including: pathway integration; road crossing designs; station staging; landscaping; and transit operations

Consultation

The project has two distinct public consultation goals. The first will be in support of the EA requirements for the extension from Trim Road to Frank Kenny Road. The second is to keep stakeholders informed of the design process for the portion of the Cumberland Transitway from Tenth Line Road to Trim Road. Consultation will include a Technical Advisory Committee, Public Advisory Committee, Agency Stakeholders and Public Participation at 2 Open Houses.

Schedule

An Environmental Project Report (EPR) will be completed following a second public open house anticipated for November 2010. Information regarding the detailed design will also be presented at this meeting. The project is anticipated to be completed by the end of 2010.

Next Steps

Following the first public open house, the comments received will be reviewed and summarized. These will provide input into the EA.

Questions or Comments

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