

# Interprovincial Crossings

## Ottawa World Café

Howard Williamson  
Public Consultation

**June 18, 2011**

Interprovincial Crossings  
Environmental Assessment Study



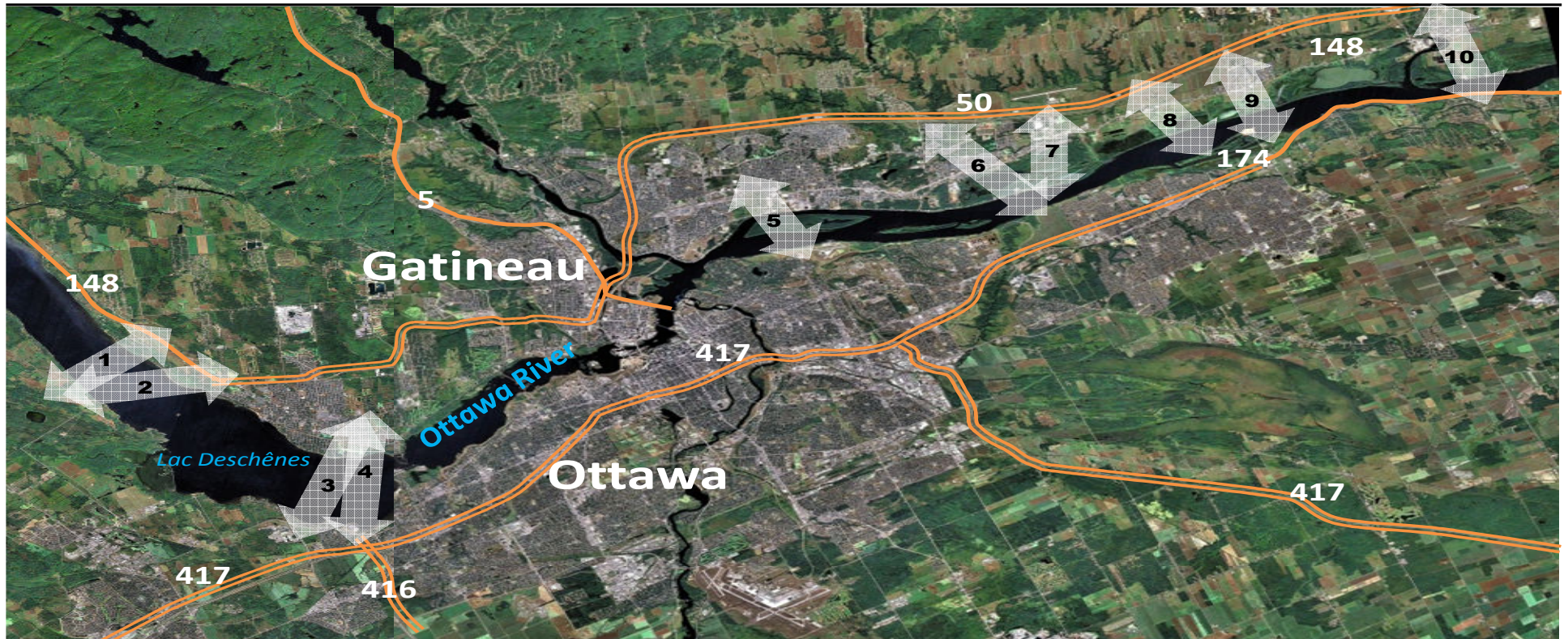
# Project Schedule and Process

- Round 1: Priorities and Values (Summer 2011)
- Round 2: Corridor-specific Input (Winter/Spring 2012)
- Round 3: Ranked Corridor Input (Spring 2012)
- Round 4: Review of EA Study Report and Preliminary Design (Fall 2012 / Winter 2013)

# Approach and Methodology

- Allow communities to participate as an integral part of the project scoping (functional designs).
- Allow all participants to understand the decision-making process documented in a traceable structured framework so that competing objectives are clearly understood
- Provide an unbiased ranking of the alternatives – focusing on the integrity of the Evaluation Committee. The acceptance by all communities of the outcome of the ranking of alternatives relies on the integrity of this group.
- All elements of the environment have value and that a preferred solution will respect a balance of human and environmental resources.

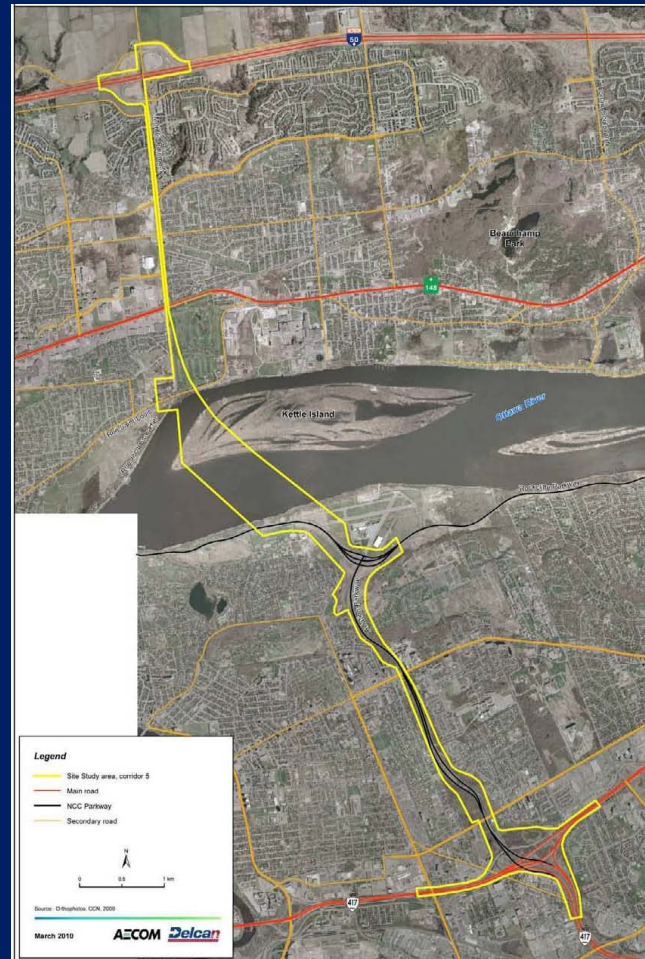
# Background Phase 1 – 2007-2009





# Corridor 5 Site Study Area

- The Kettle Island crossing approaches via Highway 50 and uses Montée Paiement on the Quebec side and links with the NCC Aviation Parkway in Ottawa. From there it connects to the Queensway at the “Split”.



# Corridor 6 Site Study Area

- A bridge at Lower Duck Island would connect Highway 50 via Lorrain Boulevard (Quebec side) and Road 174 (in Ottawa). On the Ontario side, it would cross the NCC Greenbelt pass near Green's Creek just east of the Canotek Business Park to connect to Ottawa Road 174. It would then widen the Ottawa Road 174 westerly to the "Split" on the Ottawa Queensway.



# Corridor 7 Site Study Area

- The Gatineau Airport/McLaurin Bay crossing would connect Highway 50 beginning at the Gatineau Airport and continue southerly crossing the McLaurin Bay wetland ( and Blanche River) to then cross the Ottawa River. On the Ontario side, it would cross the NCC Greenbelt to connect to Ottawa Road 174 and then widen the 174 westerly to the “Split” on the Ottawa Queensway.





# Today's World Café

- 6 different discussion areas with questions that will encourage a dialogue at each table;
- French discussion area
- 20 minutes per discussion with 5 people per table, each table has a specific discussion topic;
- A facilitator takes notes at each table and stays to brief the next group; and
- When you hear the bell move to the next discussion area





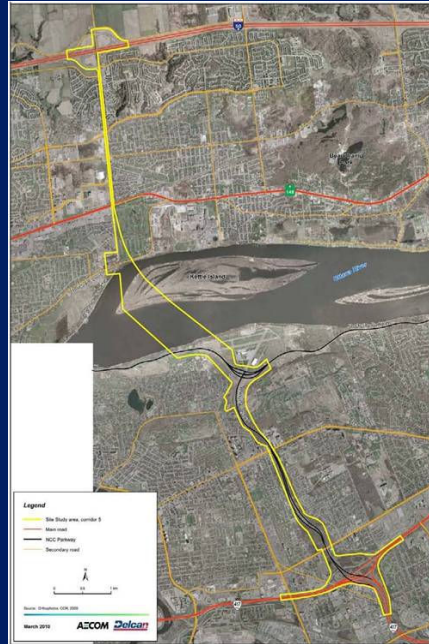
# Today's World Café

- Today, we are looking for a regional perspective on the crossings
- Discuss your views on the topics with your table guests
- Draw, doodle, write on the tables
- If the table you want to visit is full, go to another topic area or have a coffee and then go to that area on the next rotation
- A report will be prepared following this event including all the comments and drawings received today

# Other Opportunities to provide comments

<http://www.ncrcrossings.ca>

# “Do it Yourself” Kit



What are the most significant values/features/assets in Corridor 5 that should be considered?:

What type of design or mitigation would be appropriate for this value (if you can describe the nature, extent, characteristics, location that you think would be appropriate, if any):

# “Do it Yourself” Kit

How could an interprovincial crossing benefit the National Capital Region?
What types of design features should be incorporated into the project to make this bridge an attraction in the National Capital Region?
Other comments:
In your opinion, what is the priority of the following values? Please rate the importance from 1 to 10, with 10 being the most important and 1 being the least important.
Livable Communities
Air Quality/Human Health - 1 2 3 4 5 6 7 8 9 10
Design/Aesthetics - 1 2 3 4 5 6 7 8 9 10
Construction Impact - 1 2 3 4 5 6 7 8 9 10
Enhanced Use of bridge (pedestrians, bikers, joggers, site seeing lookouts etc.) - 1 2 3 4 5 6 7 8 9 10
Terrestrial Habitat - 1 2 3 4 5 6 7 8 9 10
Fisheries/Wetlands - 1 2 3 4 5 6 7 8 9 10
National Capital Region - 1 2 3 4 5 6 7 8 9 10
Other personal (description and priority please):
Other personal (description and priority please):
Other personal (description and priority please):
Add line if needed





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Frequently Asked Questions

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## Home

Phase 2B has been initiated as of May 2011 by the Roche-GENIVAR Joint Venture. **Phase 2B of the Study is to be completed in 2012, and environmental approvals are currently scheduled to be completed in December 2013.** The *Work Plan* includes four rounds of consultation as per the Study Design developed in Phase 2A by Delcan/AECOM.

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This Environmental Assessment (EA) Study is a component of the long-term transportation planning by the Federal, Provincial and Municipal authorities in the National Capital Region (NCR). The purpose of this Study is to assess potential interprovincial bridge locations and the corridors leading to and from them.

A new bridge will be an important addition to the Region's landscape and will shape the development, growth and vibrancy of the area, for well into the future. As the Region will experience considerable increases in population and employment, a new bridge will be essential in helping to alleviate transportation issues resulting from that growth. In addition, there are major commercial and social exchanges between Ontario and Quebec, and specifically between the Cities of Ottawa and Gatineau. A new bridge will be a major facilitator for a more integrated economy and an enhanced cultural and social cohesion between both cities.

The Study is comprised of two phases. Phase 1, which was completed in January 2009, looked at the need and timing for new interprovincial crossings and evaluated a number of corridors throughout the Region. Now in Phase 2, the Study is looking more closely at the three locations which received the highest ratings in Phase 1:

- Kettle Island
- Lower Duck Island
- Gatineau Airport/McLaurin Bay.

This second phase of the EA Study will take approximately four years to complete and will involve extensive public consultation at each stage of the process. Phase 2A, which was completed in June 2010, had a mandate to consult with communities, stakeholders and members of the public to obtain their input into the development of the Study Design (methodology for selecting a location) that will be used during Phase 2B, the final step in the EA.

As a result of input submitted during Phase 2A, the Consultant Team was able to make informed changes to the Study Design and CEA Act Scoping document. Details on the Phase 2A Consultation Program and the impact it had in the development of the above reports are outlined in the Consultation Summary Report.

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This Environmental Assessment (EA) Study is being directed by a **Steering Committee (SC)** under the funding partnership of the National Capital Commission (NCC), the Ontario Ministry of Transportation (MTO) and the ministère des Transports du Québec (MTQ). It is being guided by a Study Team (ST) consisting of the funding partners and the cities of Ottawa and Gatineau.

### What's new ?

Phase 2B Round 1 Consultation –  
Priorities and Values

Planned Public Events

Final CEA Act Scoping Document

Final Study Design Report

Final Consultation Summary  
Report

### Subscribe for updates

First Name:

Last Name:

E-mail:

#### Funding Partners



#### Technical Partners



## Ottawa World Café

- Please get yourself a coffee, juice and a muffin
- First session will begin in 5 minutes when you hear the bell